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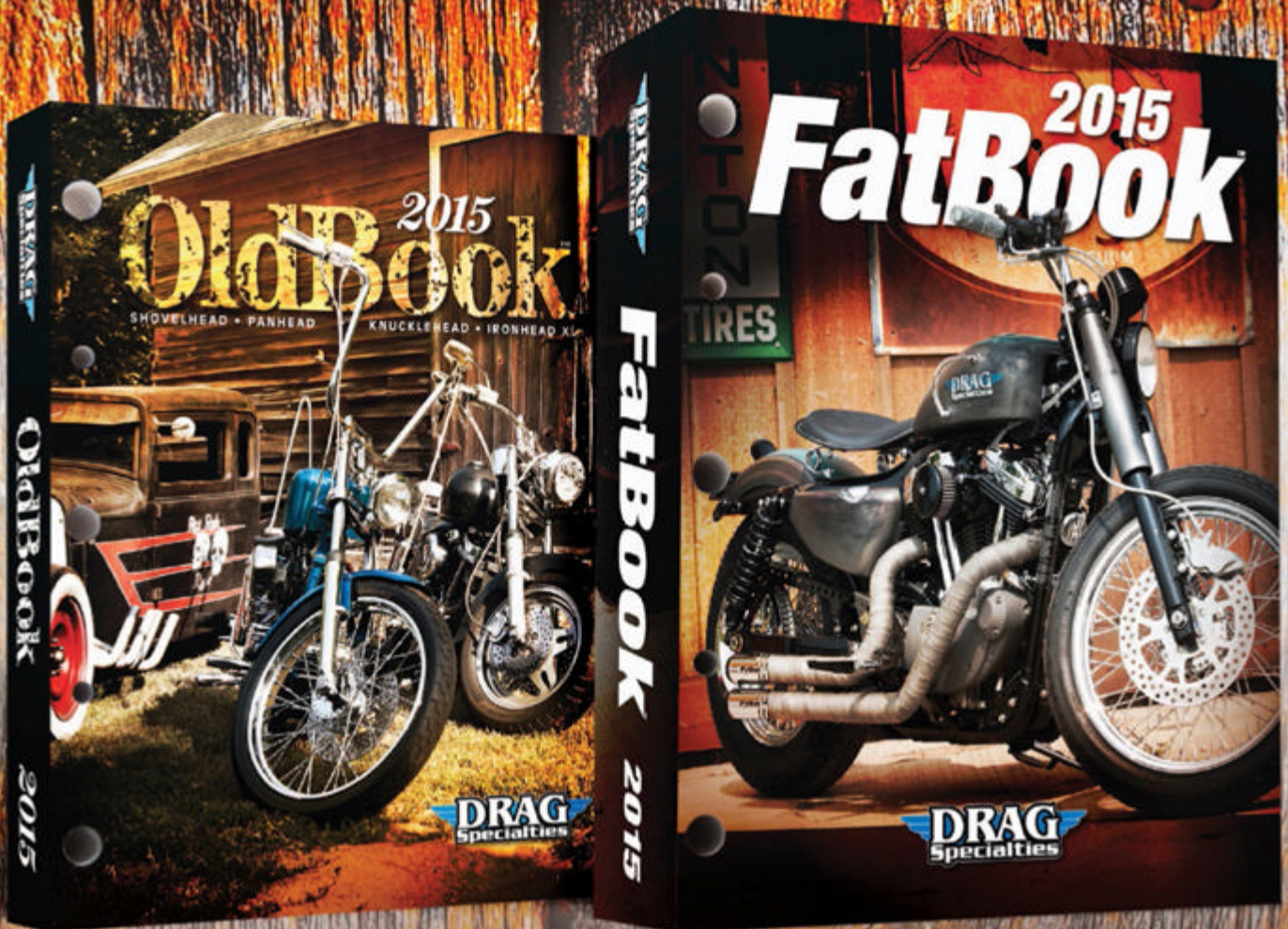
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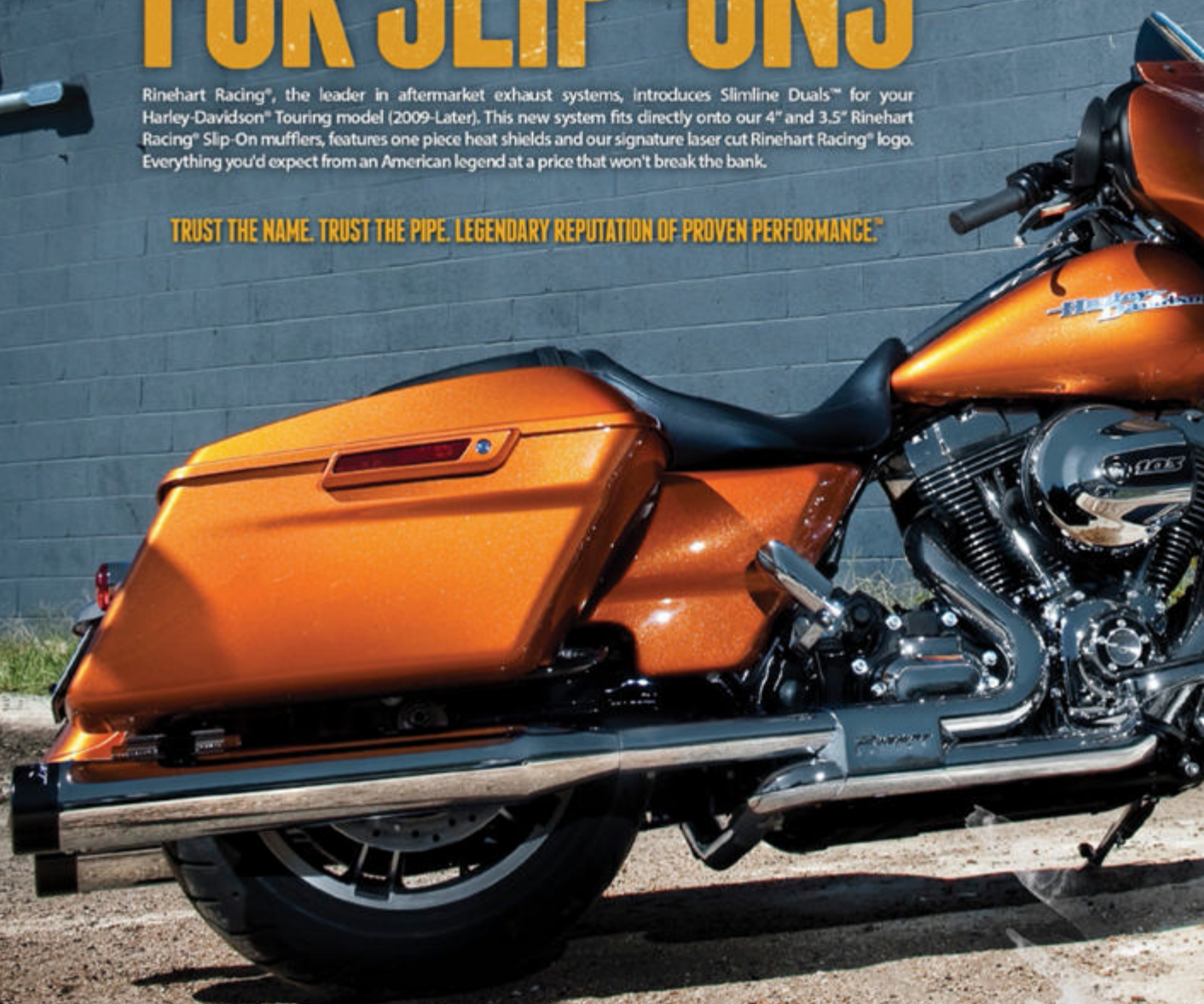
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OUT OF THE BAG

Darwin Lives

Common sense, as much as anything else, should be part of your ride

As we begin the new year, here's a lesson for new riders: motorcycles are designed to fall over on their sides. That's a fact, but one not necessarily governed by choice. Rather, the laws of physics dictate the outcome when

balancing a machine that's propped up solely on two wheels; swing the motorcycle's sidestand up so the bike teeters on two wheels, you pretty much know the outcome. The bike falls over, either on its right side or left side.

Place a rider on that same free-standing motorcycle and if the rider possesses the slightest bit of common sense (or logic), he will place both feet — or even one foot — solidly on the pavement to prop the bike upright, where it remains until either engaging the transmission into gear to move forward, or lowering the sidestand to resume that tripod stance. Either situation confirms Charles Darwin's survival of the fittest theory. In this case, someone unfit for survival will, more than likely, leave both feet planted on the motorcycle's footpegs as the bike unmercifully keels over on its side.

I've just outlined the most basic motorcycle training course possible. A stationary bike held upright by its sidestand or supported in some way by the rider will, for the most part, remain upright; left to stand without such props, the bike most certainly will fall. I said fall, not crash, and there's a difference. Crashing implies that the bike — and often, too, its rider — experiences unforeseen contact with another vehicle or stationary object. Falling means just that, and the bike succumbs to gravity until coming to rest on its side. Various factors might influence these scenarios, but, generally speaking, a rider can avoid either situation by applying common sense and relying on experience gathered over

the miles and years of riding.

That brings us to another topic, and that's the implementation of laws by the government to purportedly protect motorcycle riders. A method used by the state of Utah is through tiered licensing for motorcyclists. Tiered licensing involves restricting a licensed rider to a maximum engine displacement, basing the imposed regulations on such things as a rider's age and level of training. For instance, Utah has four levels — 90cc or less, 249cc or less, 649cc or less, and 650 and up — that are determined when the person passes a motorcycle operator's test for a license. Riders passing on bikes powered by 90cc or smaller engines are limited to that size; pass on a 249cc bike and your license states that as the limit; same rule for 649cc bikes, but there's no restrictions if you pass the exam on a 650cc or larger bike.

The level of Utah's tiered license success is topic for another time, but maybe it's time that we address the matter of common sense among bikers, and how we can build on that level of common sense. I'm an advocate of self-motivation, and it's my attitude that if a person really wants to become a qualified rider, he will do whatever it takes to perfect the fundamentals of proper riding techniques. One approach is to begin your riding experience with a small-displacement, lightweight bike so you gain a quick understanding of the dynamics of what riding on two wheels is all about. Taking the low and slow road might be the most productive (read: quickest) approach for you to acquire experience and expertise

so that when it's time to step up to a larger, heavier bagger, you're ready.

Among my favorite bits of advice to new or inexperienced riders is to learn the basic and fundamental lessons about motorcycle riding aboard a dirt bike. If you ride a dirt bike like you stole it, in no time at all you'll gain valuable insight into what both tires do in what amounts to slippery slope situations. Curious about the effects of front and rear suspension while cornering? That little dirt bike will unlock those and other riding mysteries that, when applied to flying along the streets on a bagger, could be the difference between leaving skid marks on the road or just in your pants.

I learned the basics of street riding, off-road riding, and road racing while straddling the saddles of small-bore motorcycles. Only after I felt that I had mastered the basics in each of those categories did I step up to bikes with more powerful engines that were slung in heavier chassis. Some people feel that it's unmanly to be seen on a lesser motorcycle. I disagree. Darwinian logic tells me that spending a brief apprenticeship on the saddle of a small-bore bike is worth it in the long run because after I graduate, the experience ups my chances to survive many more fun-filled days behind the handlebars of motorcycles — baggers in this case — that I truly want to be riding.

And it all starts with the knowledge that your motorcycle will fall over if you don't take the right precautions when the ride starts. Even Darwin would understand that logic. Do you? **MB**

DAIN GINGERELLI

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RIDING TECHNIQUES by Jerry "Motorman" Palladino

Help Stamp Out Leanophobia

Leaning over for better control

There's a little-known disease among bikers that strikes about one in 10 of us. That disease is leanophobia, the fear of leaning a motorcycle over while turning. You may not have heard of this disease, but it can afflict riders when they're

riding at anything above a walking pace. Leanophobia generally strikes when the motorcycle must be leaned over for a turn.

In many cases, leanophobia mysteriously disappears at speeds above approximately 30 mph, but symptoms can reoccur as speeds drop again to 30 mph or lower. Sadly, in some situations leanophobia can be fatal. As an example, when rounding a tight curve similar to the many turns that are found on infamous Route 129, aka Tail of the Dragon, the bike's speed drops to 20 mph, prompting some riders to make the turn without leaning. Since a bike cannot turn without leaning, the rider runs wide onto the side of the road, or worse, into the other lane and in the path of oncoming traffic.

Another example of the potentially fatal leanophobia occurs when a rider must change course, either right or left, from a standing stop. If the rider tries to accelerate from the stop with the bike's front wheel pointed straight ahead, the bike won't be leaned for the turn, forcing it forward and into the path of intersecting traffic where a collision with another vehicle can occur.

Leanophobia isn't always fatal, but it can still lead to great bodily harm, not to mention resulting in plenty of bent fenders, forks, and wheels. Here's one of those cases: a rider is cruising down the road at, say, 30 mph. As the rider approaches an intersection he has the

right of way thanks to a green light. Once at the intersection the rider sets up to make a 90-degree right-hand turn onto a side street. The rider slows to 15 or 20 mph to make the turn, and suddenly leanophobia strikes; the rider attempts to make the turn with the bike as straight up as possible. Since the bike is nearly vertical, the handlebars aren't turned as the bike swings wide to the left where he crashes into the car waiting at the red light in the opposing lane of the side street.

The good news is that you can beat this horrible disease of the mind, and you won't need any drugs to do it. Before I tell you how to beat leanophobia let me make something perfectly clear: in order for a motorcycle to make a turn — at any speed — it must be leaned into the direction of the turn. There's no getting around that fact. It's simple physics, and the higher the speed around a given corner, the more the bike must be leaned over. However, to make a 90-degree turn from a straight ahead position onto a side street requires only a slight lean along with a slight turn of the handlebars. If you've slowed to about 15 mph to make the turn, you will be turning the handlebars in the direction you want to go. If you're turning to the right, turn the bars slightly to the right and if turning to the left, turn the bars slightly to the left. To help make this turn smoothly, slip the clutch a bit and, of course, turn your head and eyes to look

exactly where you want to go.

If you're on a winding road at speeds of 20 mph or more, you'll need to countersteer, or turn the handlebar in the opposite direction of the turn. If the curve goes to the right, gently push forward on the right grip and the bike will begin leaning right. You still must turn your head and eyes in the direction you want to go. If you have a really bad case of leanophobia, it might be wise to practice the leaning and turning concept on a bicycle first. You can do this by simply turning big, 30'-diameter circles. You'll quickly learn that there's no way to make that circle unless you allow the bicycle to lean as you peddle around the circle. You'll also understand that as long as your speed is above 5 mph, the bicycle won't fall over. Once you get the idea, get on your motorcycle and repeat the procedure. Stay in the friction zone (slip the clutch) and look over your shoulder in the direction you want to go. Next, start doing some figure eights. You don't have to use any markers or cones, just make the figure eight as large as you're comfortable with. Get up to about 20 mph. As you feel more confident, drop your speed to 10 mph, get in the friction zone and tighten up the figure eight to let that bike lean. Within an hour or so of this practice, you can forever rid yourself of leanophobia.

By the way, don't think leanophobia only strikes newbies. I've had riders with years of experience come to my Ride Like a Pro class with a bad case of leanophobia at anything below 20 mph.

Jerry "Motorman" Palladino demonstrates safe riding tips at bike rallies. His Ride Like A Pro book and DVD are available at RideLikeAPro.com.

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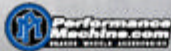
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AMA CALL TO ACTION *by Chris Harrison*

Don't Tread On Me

Sign on for the ride of your life

Last October, the American Motorcyclist Association (AMA) staged its first National Convention of the modern era in Orlando, Florida, as part of the 2014 AIMExpo. We had a lot to offer AMA members at that convention: parties,

seminars, rides, the annual AMA Motorcycle Hall of Fame Induction Ceremony and autograph sessions with our hall of famers.

Among the highlights for me was seeing Willie G. Davidson honored as an AMA legend. Willie G is a true innovator of the concept of “riding freedom,” and if you haven’t seen his biographical video and acceptance speech, you can watch it on YouTube (search for the American Motorcyclist channel). The video is especially moving.

There was so much to see and do at our Orlando gathering that it was hard to take it all in. Yet throughout the convention, I was reminded numerous times just how much motorcyclists have in common with each other. We all share a passion for riding our motorcycles. The experience of riding puts life in your face, and it’s something that’s hard to describe to non-riders. I tell them “Traveling in a car is like watching a movie; riding a motorcycle is like starring in one!”

And that’s why we need organizations like the AMA to protect our right to ride motorcycles on the open road. As Willie G said in his Hall of Fame speech, we can’t “ride free” if the AMA does not exist.

Sadly, there are a lot of riders who aren’t AMA members. They simply want to have fun and let someone else sweat the no-fun stuff. But somebody has to do the dirty work, and here are some examples of what the AMA does for you as a rider.

Imagine taking a cross-country trip on your custom bagger, and your bike needs fuel. You pull up to the gas pump only to find the fuel selection isn’t worthy of your iron horse. And given the push by the federal government for E15 fuel (15 percent ethanol by volume), the above scenario is a strong possibility because the widespread availability of E10/E0 is in jeopardy even now. The AMA is trying to stop that from happening, but we need to add voices to the membership ranks to help support our cause.

Distracted driving is another great example. Many cagers weren’t using smartphones 10 years ago, but now you probably see at least one distracted driver every time you get on your bike. In our most recent AMA member survey of street riders, the second most common concern was the inadequate sentencing of drivers involved in serious crashes with motorcyclists.

Right up there with distracted driving is health insurance benefits discrimination. More and more riders tell us their employers’ health insurance policies exclude coverage for “risky” activities, and motorcycling, which is legal in all 50 states, is lumped into that category. You may already be affected by this exclusion and don’t even know it.

The AMA closely tracks — and acts — on these and other issues at the federal level, and we support groups that are reacting at the state and local levels. As I write this, new wireless technologies are being developed that could take

control away from automobile drivers in potential crash scenarios. “All well and good” you say, until you realize these technologies are not foolproof and that they may not “see” motorcycles, which could result in even more inattentive driving.

No doubt, motorcycling is exhilarating and fun. Yet there are so many forces aligned against it. Becoming an AMA member helps maintain our freedom to ride. Moreover, if you join the AMA, you’ll enjoy a great list of benefits as part of membership. I won’t list them all here (you can view them at AmericanMotorcyclist.com) except this important one: AMA Roadside Assistance. There just isn’t a better value out there for riders because you can get it for no extra charge. And it really works. Trust me.

I’ll close on an up note by telling you what the AMA is doing about making motorcycling even more fun. In the recreational road riding department — my wheelhouse where I serve as road riding manager — we’ve got a great slate of AMA-sanctioned rides and activities throughout the year. They are described in detail on our web site. Along with my assistant, Rob Baughman, we go to as many of these events as we can to connect with riders to find out what more we can do to extend your riding fun, year after year.

I hope we get a chance to meet because I want to hear from you. Tell me what the AMA can do to make your riding more fun. You can also e-mail me with suggestions at CHarrison@amacycle.org. And please accept my personal invitation to join the AMA!

Chris Harrison is a 22-year veteran of the US Armed Forces and now serves as the road riding manager for the American Motorcyclist Association.



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SCRATCHING & WONDERING by Rick "Fearless" Fairless

A Life Lesson Learned & Much Appreciated

Boy Business 101

So, the other day I was sitting around my office, listening to *Lost Highway* by ol' Hank Sr. and eating a "wish" sandwich, and I got to thinking about how I got mixed up riding these motorsickles in the first place. I recall I was near about 8 years

old, and my great-uncle owned a ranch in east Texas, which was a great place to grow up as a boy. My cousin Rene and I used to go with my aunt and uncle to their ranch almost every weekend, and we'd ride horses, go fishin' and mess around with guns. Y'know, the normal stuff we do growing up here in Texas!

So one day, my Uncle Sarge bought us a Bonanza minibike. We instantly took to that bike like sun on a pale redheaded kid! At the time we just had the one bike between us so we would take turns riding it. Of course the first thing we wanted to be able to do was to wheelie that bike. We would also take a stopwatch and time each other to the front gate and back to see who could do it quicker. Whichever one of us won, the other one knew they cheated. Yeah, Rene, he was a habitual cheater!

Then Sarge bought a Honda SL70 for the ranch. Rene and I used to ride it whenever we could. We would fight over who rode the minibike and who got to ride the SL70, which was a much better and faster bike. We would even sneak them onto the street and ride a couple of miles on the city road up to Durwood's store for a Coke and a Chick-O-Stick! Y'know, real nutrition food.

We got caught once by the Henderson County sheriff, and he bawled us out good and called Sarge. And when we made it back to the farmhouse, Sarge whopped us with a switch worse than anything Adrian Peterson ever did! Guess what, we learned our lesson ... kinda!

My brother Randy is 11 months younger than me. When we were 15, our dad came to us and asked what kind of car we wanted. We looked at each other and told Dad that we didn't want a car, we wanted a motorcycle. Dad reminded us that this was our daily transportation and we said, yes, a motorcycle. He said what about the rain and the winter, and again we said, "Yes, sir. We understand all that, and we're ready." Dad told us to save up half the money, and we'd go get whatever bikes we could afford. We thought that was pretty cool, meaning that we assumed that since he said for us to save up half, he'd pay the other half.

So, Ran and I went to work for Skaggs Albertson's (a grocery store) mopping floors and sacking groceries, making \$1.62 an hour. We worked hard with one goal in mind, to get us two motorcycles by the time school started in the autumn. It took us many months of hard work to save up the dough, but we did it. We told Dad we had the money, and he said on Saturday that we'd go get the bikes. We first went to Martin's Honda in our hometown of Irving because I wanted a Honda

CL100. The salesmen said it would be \$440, and I laid my \$220 down in cash and waited for Dad to put down his \$220. After all, he did say "Save up half the money, and we'll go get the bikes ya'll can afford."

But instead of Dad pulling out his wallet, he pulled a pen out of his pocket and said "I want to co-sign for my boys on the other half so they can build some credit!" I looked at Ran, and we both shook our ugly heads. That figures, we thought!

From the Honda shop, we went to Knowles Yamaha because Ran wanted a Yamaha 100, and it was the same drill: Dad co-signed for each of us to make the payments. When we got home, Dad informed us that now that we were members of the work force that we would no longer receive our \$1-a-week allowance or our 35-cents-a-day for the school lunch, and we would also have to give our two sisters their allowance and their lunch money! Talk about a killjoy! Ran and I were beyond mad, but that was just the way our dad was, and looking back, we wouldn't have it any other way. Did I mention that Ran is now a big-shot attorney who owns his own law firm in Houston? Dad taught Ran and me a valuable lesson that day: if you want something bad enough, you're gonna have to work for it and also be big enough to help out those in need! Thanks, Dad, I love ya!

P.S. Scratching and wondering: whatever happened to S&H Green Stamps?

MB

We worked hard with one goal in mind, to get us two motorcycles

Rick owns Stokers Dallas Motorcycle Shop, Stokers Ice House Beer Joint, Stokers Ink Tattoo Parlor, RF Custom Victory Parts, and Big State Fountain Grill. Check out his web site at StokersDallas.com.

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AT THE TOP

I'm trying to save money in the long run, so that's why I started at the top. My Harley is an Ultra Classic. No going bigger here.

GUY ROBERTS
VIA INTERNET

FIVE YEARS LATER

Why do I ride my bagger? Because few others have V-Rod baggers. For long-time readers of your magazine, my 2004 VRSC was featured in the Spring 2010 issue of *Motorcycle Bagger* entitled V-Rod Gone Postal. The only mods I've made since then include a 13" composite front brake rotor and a six-piston brake caliper.

PAT MAILLOUX
VIA INTERNET



Got A Vista Shot? Send us a high-resolution image of your favorite scenic photo that you've taken during a bike tour, and we'll publish it in Mailbag. E-mail high-resolution JPEG images to Mailbag@MotorcycleBagger.com, or send print images to *Motorcycle Bagger*, Mailbag, 1010 Summer Street, Stamford, CT 06905. Be sure to include your name, address, and a brief description of the camera used, plus information about your bike and the photo location, along with any other words you feel important to say about the photo. If we print the picture, you'll be listed on our magazine's staff box with our editors!

ROAD TRIP!

Is it too early to be thinking about a road trip? Just as I do every year when I get home from Sturgis, I always say I'm going to skip the following year. Yeah, right. But the 74th annual Sturgis Rally was different for me. For whatever reason, I just wasn't feeling it. Sure, we always have a good time, but for me there seemed to be a different vibe. I'm not sure if it was the weather, as it was a little cooler than usual (good thing) with rain (which hit us hard one day, not unusual), or if it was just me.

I always enjoy the 1,500-mile round-trip ride to and from Sturgis and this is a big part of why I go. I love finding different ways to make the trip while stopping along the way to have lunch in some random small town and mixing it up with the locals. This trip wasn't any different, and there are several more back roads I plan on taking that I have yet to travel. Obviously, when we arrive in Sturgis the layout is all too familiar, and the last couple of years, we've submersed ourselves in the activities downtown. As with the trip there and back, we like to hang out and take it all in. We've ridden the Black Hills plenty of times and it never gets tiresome, but sometimes you just have to park it and take in the nightlife.

2015 will be the 75th annual Sturgis Rally, and here I sit, wondering if I'm going to make it. Attendance will be extremely high as it is with any anniversary year, and that always makes it a little harder to get around. It's always handlebar-to-handlebar anyway, so what's another projected 400,000 bikers along with the regular attendees? The more the merrier, I say.

So as winter grabs me around the collar, it's difficult not to think about where I want to go this coming riding season. Milwaukee, to the Harley-Davidson Museum? West to the mountains? The Hill Country in Texas? All of the above? Maybe. But I can't help but think about those Black Hills. I know in the next few months, as the Black Hills

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Rally nears, friends will be asking me what day I'm leaving for Sturgis. Peer pressure is a powerful thing, and if you have friends like mine, they're good at it. And I must admit, there isn't any place like Sturgis during rally week.

So, no, it isn't too early to be planning a road trip. After all, that's why we ride, and hanging out with like-minded people is what we do. Wait a minute here, am I starting to feel it?

JEFF MADDOX

VIA INTERNET

Jeff, reading your letter, it sounds as though you've already decided to attend Sturgis 75. We'll see you there! — Dain Gingerelli

ALL MINE

I have options, but I love riding baggers because they're nasty. From newest to



oldest, I have a 2014 Tri Glide, a very custom 1999 Electra Glide, and my favorite, my 1945 Knucklehead. They're all mine. I go back and forth between the Trike and bagger. The Knuckle isn't a daily, but it's special. I still love my bagger, so many good memories. It's been with me all over the country. In fact, I just spent the last five years riding it in Hawaii while stationed there. I currently live in Arizona, so I'm all about road trips!

SEAN NICHOLS

VIA INTERNET

WE'RE NOT IN KANSAS ANYMORE

I ride a 2007 Ultra Classic. Why do I ride it? Because it was the bike I always wanted! The Ultra Classic has the look of the dressers from the 1960s and '70s! I recently went on a trip and stopped at the Edwards County Historical Society Museum complex in Kinsley, Kansas. One of the attractions in Kinsley is the Midway USA sign since Kinsley is



located midway between New York and San Francisco!

DOUG SHOEMAKER

VIA INTERNET

TWO WORDS

Why do I ride baggers? Two words: *cruise control*. I've been riding since the 1980s. My current ride is a 2015 FLHTK, the sixth bagger I've owned since '99. My Ultra has only 1,100 miles on it. I owned a Shovel and Ironhead before that. I also have a 1965 Panhead that's been in the family



since 1972. That's why I chose a 2015 Harley; it will probably stay in my collection. I take my bikes coast to coast, so I have to be able to burn through tank after tank. I like the Limited and the Ultra models that boast all the creature comforts of a motor home with the soul of an old John Deere.

LEW BALLARD

VIA INTERNET

BIDING MY TIME

I ride a Dyna Wide Glide, but I'm currently saving up and waiting for Harley



to release a non-CVO Road Glide Ultra again. When that happens, I'll retire the luggage and ride the Wide Glide daily, saving the road trips for the Road Glide.

DAN BOWEN

VIA INTERNET

INTERNET SAVE

My Softail bagger started as a beat-up bike that I bought over the Internet.



Basically, it's a buy-and-bolt-on customization project. I stripped and fixed the tin, and installed a Carlini Gangster Ape, Bad Dad rear fender with LEDs, Legend Air Ride, and Freedom fishtails. The bags have been dropped 4", and it has a Screamin' Eagle 103" Stage 4 kit with head work that lends to its 108 hp and 112 ft-lbs. of torque. The paint is Burnt Cayenne, which was applied by my friend Dave. My Softail also has a removable backrest to keep me in the saddle.

CHAS JOHNSTON

VIA INTERNET

MY LOW WIDER

If money wasn't a problem (and it always is), I would love to have a fully customized Deluxe with a batwing fairing and hard bags, along with a great paint scheme tying it all together. I envision it looking like a small version of a Street Glide. Instead, I currently have a Dyna Low Rider with a custom Wide Glide tank and custom paint. I



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PATTY NALE DAVIS

VIA INTERNET

Wide on, Patty! —Dain Gingerelli

CLASSIC COMFORT

My 2006 Electra Glide Classic is good for road trips, especially long rides be-



cause I can pack a lot of things on it. My Electra Glide is also more comfortable for my wife. Since this photo was taken, I've done some work on it. It's the same bike, different look.

DUSTY FANT

VIA INTERNET

WINTER SHOP TIME

My bagger is a Softail. It has 2008 Screamin' Eagle pipes, profile laced



wheels, passenger floorboards and a Lindby Custom bar. I love the ride of the Softail suspension! My Softail is the focus of my winter shop time. New grips, a windshield bag, a luggage rack, and more will go on it soon. I enjoy both *American Iron Magazine* and *Motorcycle Bagger*!

JARED HARRIS

VIA INTERNET MB

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THERE'S A REASON THAT, YEAR IN AND YEAR OUT, YOU'LL find a variation of an Electra Glide in Harley-Davidson's vaunted CVO lineup: the FLH platform is so darn nice for touring. No doubt an Electra Glide in any configuration bristles with amenities and creature comforts, making a cross-country ride a pleasant and memorable experience when saddled atop one of these babies. The FLHTKSE CVO Limited only amplifies that trait because this \$39,349 motorcycle boasts premium accessory upgrades (many drenched in chrome), resulting in the most luxurious model in Harley's fleet of tour boats. You want to travel long distance in style? Then get yourself a CVO Limited.

That's what I did. Well, sort of. I actually borrowed this 2015 CVO Limited from Harley's fleet center for this month's New Bike Review (alas, the paltry pay of a struggling motojournalist such as I isn't enough to vault me into the elite status of CVO ownership, which, based on Harley's marketing research, consists of a rather affluent group of people, so I'll settle for temporary ownership). And for several weeks and not as many miles as I would have liked, this bling-infested bike was, essentially, mine. For the duration, I rode in style, traveling in absolute comfort because that spacious, padded, heated seat, coupled with the new Airflow Collection foot and hand controls that include heated handgrips, practically pampered me whenever I fired up the Twin-Cooled High Output 110" engine. No journey seemed too far, no road appeared too bumpy, and no grade too steep as the CVO Limited willingly pounded out the miles every time I posted myself behind the batwing fairing and its 10"-high windshield. Ownership — even on a temporary basis — has its privileges.

The ownership fun begins the moment you thumb the starter button to prompt the automatic compression releases to work in harmony with the high-torque 1.4kW starter motor for the 110" engine's wake-up call. Sequential port electronic fuel injection means no need to wait for the engine to warm up if you're in a hurry, and the Screamin' Eagle mufflers resonate with a throaty, yet soothing rumble. Heading down the highway becomes reality after gently releasing the easy-pull hand lever that controls the hydraulic clutch, and the electronic-controlled throttle grip offers ample feedback thanks to its unique design. Power delivery is seamless regardless of what rpm you're cruising at when you twist the right





grip to urge the bike forward at a quicker pace. Like I said, this is touring at its finest.

The air-adjustable rear suspension lets you easily tune that part of the adventure to your riding style and any cargo that you happen to be carrying in the one-touch saddlebags and Tour-Pak. I generally cruise (solo) with the air pressure — accessed by removing the left saddlebag to inject air into the valve stem — set at 25 psi. Up front the 49mm-diameter fork legs soak up the bumps in the road with ease, and should any of those road gremlins make their way through the CVO's suspension and Dunlop tires (dual compound on the rear and both Dunlops wrap themselves around new — and exclusive to the CVO Limited — chromed Slicer Custom wheels) the soft, plush saddle (with removable rider backrest) magically makes road harshness disappear. Dual heat controls are located on the seat's left side, allowing rider and passenger to individually select their own heat range (off/warm/much warmer).

Traveling in plush luxury like this encourages you to toy with the Boom! Box infotainment center, which provides tunes and navigation assistance with Bluetooth via the 6-1/2"

touchscreen color monitor or by fiddling with the handlebar switches. Let your right hand relax by activating the electronic cruise control accessed using the single switch on the left handlebar, feel free to bring along your own MP3 player or personal smart phone to plug in with the USB cable tucked in the right-side media compartment. And let's not forget the voice recognition feature for hands-free commands. Your listening pleasure is enhanced by a quartet of speakers, too; the pair in the fairing's wings are complemented by two rear speakers housed beneath the passenger armrests for surround sound. Strategically placed power outlets let you plug in additional accessories. It's like traveling with a personal valet, always there ready to assist in those mundane tasks that mere commoners must endure daily.

ALL THAT GOODNESS COMES AT A PRICE, AND I'M NOT just talking about the CVO Limited's stratospheric MSRP of \$39,349. Amenities and luxury doo-dads add pounds to a bike, and in this case Harley's scales register 909 pounds with a FLHTKSE resting on it.



That's 65 pounds more than the basic Electra Glide, the FLHTCU Ultra Classic (844 pounds), and 48 pounds over the Ultra Limited (861 pounds). And since all three bikes share the same 1,360-pound gross vehicle weight rating, the CVO Limited winds up carrying less cargo (in terms of added weight) than the Classic or Limited. In addition, while the CVO's lined Tour-Pak (including convenient interior lighting) and saddlebags offer another level of luxury not found in the standard-issue Electra Glides, cargo capacity in terms of volume is slightly diminished, too.

The extra weight doesn't seem to be a factor when stopping the CVO Limited, though. We achieved the same 30' stopping distance from 30 mph that we experienced with our Ultra Limited Low (January/February), which also weighs 861 pounds (claimed dry weight), same as the Ultra Limited. All models use the RUSHMORE-based Reflex Linked Brakes with ABS. As an aside, I panic-stopped our CVO using only the rear brake pedal that also activates the left front brake, and stopping distance stretched to 54'. In short, use the Reflex feature only with the intent of its convenience for

normal riding conditions; maximum stopping power is only achieved using both brake controls simultaneously.

YOU'LL NOTICE ALSO THE CVO'S WEIGHT WHEN maneuvering in tight spots, such as parking lots. And with a claimed seat height of 28.4" (laden, with 180-pound rider), placing both feet on the pavement at stops becomes a challenge for anybody with an inseam of less than 31". My 30" inseam allowed me to stretch both legs enough that the balls of my feet could support me at stops. The payback to this ride height is maximum suspension travel and surprisingly good cornering clearance through twisty sections of roads. Steering remains understandably slow, but the big Electra Glide remains stable, carving smooth lines through most turns.

Owning such a high-dollar bike prompted me to take it up to my mountain cabin for a few days, too. The CVO Limited handled the twisty roads in the nearby San Bernardino Mountains with authority, and when the temperature dropped below the comfort level on one ride, cranking up the heat through the handgrips and seat reminded me just how pampered a fellow can be aboard one of these bikes.

Indeed, as with all CVO models, the FLHTKSE comes with exclusive features such as a factory security system with a dedicated fob, Harley-Davidson Museum Gold Package, color-matched inner fairing, saddlebag, and Tour-Pak liners with interior lighting, and did I mention there's a multitude of chromed bolt-ons that make this bike stand out in any crowded parking lot? But if you're like me, a parking lot is the last place you'll want to be with the FLHTKSE CVO Limited. Instead, your wanderlust will take you to uncharted highways

where you can lay down the mileage, which is certainly one way to get a sizeable and memorable return on your \$39,349 investment! **MB**



Doin' It **Right**

**When it comes to
performance and
style, don't bag
on baggers**





text by
greg williams

photos by
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Sportbikes

offer performance. Choppers dazzle us with their stunning looks. Combine

those two virtues, and you get something a little more sensible: a custom bagger. At least, that's what a group of young riders, led by Ray Hulten of Hulten Speed Sports in upstate New York have determined to be true.

Ray's shop is in Oppenheim, New York, and it's there that he specializes in high-performance V-twin motorcycles. "There's a bunch of these younger guys who all come from a sportbike background," Ray says. "And they went from the sportbikes into choppers. Our roads up here aren't the best for choppers, so they discovered baggers. But they want something that performs better and looks better." Baggers, anyone?

being ordered for Rich's motorcycle, which he was going to work on at home.

"But he ended up bringing the bike up here, because I told him we could do this build together in the shop," Ray says. There the Street Glide was stripped down to its bare frame. They cut and modified the neck to accommodate a Hawg Halters Inc. (HHI) 7-degree neck kit. Once that was welded in place and the neck area all buttoned together, the frame was sent out for a coat of black paint, applied by Rich's good friend Adrian Colabello. At the time, Adrian was also having a bagger built by Hulten Speed Sports, and the two young men

One of those sportbike-cum-chopper riders was Rich Doin Jr. A diesel mechanic by trade, Rich had heard about Ray's V-twin expertise through his friends, and after purchasing a bone-stock 2009 Harley-Davidson FLHX Street Glide, he visited the shop. A discussion ensued about customizing the Street Glide, and Rich showed Ray some pictures of machines that he liked. They formulated a loose plan that led to some parts

TECH SHEET

OWNER:	Rich Doin, Jr		30T transmission pulley
BUILDER:	Hulten Speed Sports/Ray Hulten/Rich Doin Jr.	CHASSIS	
YEAR/MODEL:	2009 Harley-Davidson FLHX Street Glide	FRAME:	2009 Harley-Davidson FLHX Street Glide
POWDERCOATER:	Hudson Valley Powdercoating, Wappingers Falls, NY	RAKE:	Plus 7-degrees on the frame/7-degree trees
PAINTER:	Sin On Tin, Tom Roy, Ballston Spa, NY	FRONT FORKS:	Stock/Hawg Halters Inc.
COLOR:	Royal Blue	MODS:	Hawg Halters Inc. trees and lowers
POWERTRAIN		SWINGARM:	Stock with gussets
ENGINE:	2009 FLHX Street Glide	FRONT WHEEL:	SMT Machining UFO 3.50-26"
BUILDER:	Hulten Speed Sports	REAR WHEEL:	Stock 4.50-16"
DISPLACEMENT:	107"	FRONT BRAKE:	Hawg Halters Inc. six-piston caliper
HORSEPOWER:	116	REAR BRAKE:	Stock
FLYWHEELS:	Stock 4.375" stroke	FRONT TIRE:	Vee Rubber 120/50-26"
BALANCING:	Hulten Speed Sports	REAR TIRE:	Dunlop 180/65-16"
CYLINDERS:	Stock, bored by Hulten Speed Sports	FRONT FENDER:	Russ Wernimont Designs
PISTONS:	Carrillo 10.5:1	REAR FENDER:	Paul Yaffe Super Stretch fender
HEADS:	Stock, ported by Hulten Speed Sports with oversize valves	SADDLEBAGS	Paul Yaffe stretched bags/Cycle Sounds lids
CAMS:	T-Man Performance Inc. .590	ACCESSORIES	
VALVES:	Kibblewhite Precision Machining 1.90" intake/1.63" exhaust	HEADLIGHT:	HID with integrated LED turn signals
LIFTERS:	Feuling	TAILLIGHT:	Custom Dynamics Plasma Rods
PUSHRODS:	Crane	FUEL TANK:	Paul Yaffe
THROTTLE BODY:	Horsepower Inc. 55mm	HANDLEBARS:	Hill Country Custom Cycles Z-Bars
AIR CLEANER:	Screamin' Eagle	SEAT:	LePera
EXHAUST:	Dirty Bird Concepts Up-Yours	PEGS:	SMT Machining Silencer
OIL PUMP:	Feuling	SPEEDO:	Dakota Digital
TRANSMISSION:	2009 Harley-Davidson six-speed Cruise Drive	DASH:	Stock
CLUTCH:	Barnett Tool and Engineering	LICENSE BRACKET:	Paul Yaffe
FINAL DRIVE:	Belt with Andrews Products Inc.	MIRRORS:	Arlen Ness
		HAND CONTROLS:	Harley-Davidson chrome
		FOOT CONTROLS:	SMT Machining
		LEVERS:	Harley-Davidson chrome



have since become like sons to Ray and his wife Lisa.

While the frame was AWOL for paint, Ray and Rich spent quite a bit of time developing the V-twin powerplant. They split the engine's cases to true, pin and weld the crank, and then added a Timken bearing conversion to the drive side. With the bottom end taken care of, a Feuling oil pump and cam plate went in, as did four Feuling lifters. Moving upstairs, the stock cylinders were decked and bored oversize to 3.938", and 10.5:1 Carrillo dome pistons were mated to the stock connecting rods.

Farther up, Ray ported and flowed the heads, and decked the surfaces before installing Kibblewhite intake and exhaust valves with beehive springs. A Horsepower Inc. 55mm throttle body shuttles fuel and air into the combustion chambers, and it's capped with a Screamin' Eagle air cleaner.

"The goal here is to make reliable horsepower, and these 107" engines that we build aren't that radical," reveals Ray. "These guys can ride these bikes anywhere they want and run pump gas. They don't have to worry about expensive fuels. This engine will be dependable and will last thousands of miles. I've been doing this for quite some time, and I know what works."

The primary drive was left stock, as was the Harley-Davidson six-speed transmission. When the frame came back from paint, the drivetrain was installed.

Ray and Rich mated the stock fork tubes to HHI lowers and 7-degree trees. With the taller 26" SMT Machining UFO wheel and its HHI six-piston caliper

in place, they moved on to the window dressing that included the Russ Wernimont Designs fender. And to aim the headlight so its beam pointed down the road, not into the heavens, Rich selected a Slick Prick fairing from Dirty Bird Concepts. The inner dash is a Harley item, as are the chromed hand controls on the Hill Country Customs handlebars. SMT Machining provided the front brake master cylinder.

Out back, Ray opened the axle adjuster slots to move the stock rear wheel farther back to allow more room for the transmission output shaft's 30-tooth Andrews final drive pulley. After opening up the slots, he added gussets to the bottom of the swingarm for even more strength. After the welding and grinding was completed, the assembly was sent to Hudson Valley Powdercoating for a black finish. The rear wheel and brake remain stock.

Nearing the homestretch, Ray and Rich readied the body parts for installation, including the stretched gas tank, rear fender, and bags, all from Paul Yaffe's catalog. The chin spoiler, however, is a Trask component. These are "universal fit" items, so when the panels were mocked up on the bike, Adrian, the body man, inspected the small gaps and edges. Using a Sharpie marker, he noted what needed to be pared away to make minor adjustments so that the parts fit like a glove. He took them back to his shop, performed his handiwork, and returned to check the fit before finally prepping the surfaces and laying down primer on all of the pieces.

Tom Roy of Sin On Tin, also in upstate New York, added the final finish, which is a Royal Blue overlaid with light blue skull and bones graphics. With the tins on the bike, work continued with the installation of SMT Machining Silencer floorboards and matching bag latches. LePera provided the saddle, at which point the beauty work was deemed finished.

With gasoline and oil in their appropriate places, Rich fired up the engine to make sure all worked properly inside the cases. After that, Ray remapped the ECU with a Power Vision download before the all-important run on the dyno, where the Street Glide's new 107" engine showed off its 116 hp and 125 ft.-lbs. of torque.

Now, with Rich and Adrian completing their motorcycle bagger projects, Ray will ride with them as often as possible. Plus, Rich and Adrian have been put to work part-time in the shop thanks to their respective talents that were showcased in this build.

"Rich put probably close to 4,000 miles on this bagger over the summer," Ray says. "Our roads up here

aren't the best, but the scenery is amazing. His bagger performed the way he wanted it to, and it looks exactly the way he wanted it to."

Plus, there's the benefit of friendships formed over motorcycles. A job well done, we'd say. Now that's doing it right!

MB



Bad Medicine

There's more to this bike than old baggage





text by
wayne scraba

photos by
john covington



BRIAN CALDWELL, owner of the wild 2005 FL spread out in the pages in front of you, owns the largest medicinal marijuana dispensary in Washington state.

Business is reportedly brisk, but when Caldwell needs to get away, he climbs aboard this bad boy. Rotating the wick on a bike with 185 rear wheel horsepower can have a definite effect on focusing one's attention. But it wasn't easy getting to this point for Brian. There was a wee bit of old baggage to deal with.

A couple of years ago, Brian bought the hot rod Road Glide from a friend. It was already blown, but, in truth, it wasn't all that much fun to ride. The power was impressive, but the overall balance of the bike wasn't so good. It just didn't seem right. Caldwell lived with it for a bit, but while on a sabbatical, pounding the tarmac during the Phoenix Bike Fest, the big FL died. One of the folks accompanying Brian on the ride suggested he take the wounded rig to Bill Miko's Motorcycle Garage for repairs.

Bill Miko is no stranger to these pages. In the past, Miko

has had several machines featured in *American Iron Magazine* (his handiwork has won the prestigious Rat's Hole show along with a number of other events). Bill is a former Massachusetts Harley-Davidson dealer (30 years worth of service) and is also a master Harley-Davidson technician. After selling the dealership in 2006, he was offered a position with Harley-Davidson at the desert testing facility in Mesa, Arizona. Bill decided not to take the job, instead concentrating on his nationally syndicated radio show, The Motorcycle Radio Network, along with co-host Todd Wilson. During this time, Bill and partner Holly Hathcock started their own shirt company, Motorcycle Garage Wear, along with the vitamin and skincare line Bikers Defense. One thing led to another, and Bill (along with Holly) opened the Motorcycle Garage in Phoenix. The shop is a one-man operation that specializes in Harley-Davidson and Buell repairs and modifications.

Brian's bagger was in good hands, but to get it to where Brian and Bill wanted required major work. In fact, Bill figures it would have been easier to start from scratch rather than fixing and redoing the work of others. With the machine torn down to the bare essentials, Bill kickstarted the build. The chassis is a stock geometry 2005 FL. Bill reworked the suspension with a set of Race Tech Gold Valve cartridge fork emulators. Out back, he added a True Track system to get rid of the inherent self-steering wobble. At the same time, he swapped the mounts for a set of Glide Pro components. The entire process was engineered to exorcise the handling

TECH SHEET

POWNER:	Brian Caldwell	GEARS:	Back-cut
BUILDER:	Bill Miko, Motorcycle Garage, Phoenix, AZ	CLUTCH:	Barnett Tool and Engineering Scorpion
YEAR/MODEL:	2005 Harley-Davidson FLTRI Road Glide	PRIMARY DRIVE:	Chain
COST TO BUILD:	\$100,000-plus	FINAL DRIVE:	Belt
TIME TO BUILD:	Six months	CHASSIS	
CHROMER:	Concourse Polishing & Plating, Phoenix, AZ	FRAME:	2005 Harley-Davidson FLTRI Road Glide
POLISHER:	Concourse Polishing & Plating	FRONT FORKS:	Lowered, Race Tech Gold Valve emulators
PAINTER:	Phaze 1 Collision Centre, Phoenix, AZ	MODS:	Glide-Pro motor mounts, True-Track
COLOR:	Lucky Green	FRONT WHEEL:	WELD Racing Blade 21"
POWERTRAIN		REAR WHEEL:	WELD Racing solid 18"
ENGINE:	2005 Harley-Davidson Twin Cam 88	FRONT BRAKES:	Performance Machine four-piston calipers
BUILDER:	Motorcycle Garage	REAR BRAKE:	Stock four-piston caliper
DISPLACEMENT:	103"	FRONT TIRE:	Metzeler 120/70-21"
HORSEPOWER:	185 hp	REAR TIRE:	Metzeler 160/60R-18"
FLYWHEELS:	Harley-Davidson 4-3/8"	FRONT FENDER:	Dirty Bird Concepts
BALANCING:	R&R Cycles Inc.	REAR FENDER:	Dirty Bird Concepts
CYLINDERS:	Harley-Davidson 3.875"	FENDER STRUTS:	Motorcycle Garage
PISTONS:	Screamin' Eagle HTCC 10.5:1	RAIL:	Motorcycle Garage
HEADS:	Screamin' Eagle HTTC	ACCESSORIES	
CAMS:	Wood Performance 400G gear drive, .650" lift	HEADLIGHT:	Scowl visor
VALVES:	Harley-Davidson	TAILLIGHT:	Motorcycle Garage
ROCKERS:	Screamin' Eagle	FUEL TANK:	Dirty Bird Concepts
LIFTERS:	JIMS	HANDLEBARS:	Trask Performance
PUSHRODS:	Harley-Davidson	SEAT:	Guy's Upholstery, Mesa, AZ
INTAKE:	Horsepower Inc. 51mm	PEGS:	Harley-Davidson
SUPERCHARGER:	ProCharger	AUDIO:	Rockford Fosgate
EXHAUST:	Thunderheader	MIRRORS:	Harley-Davidson
IGNITION:	ThunderMax	HAND CONTROLS:	Harley-Davidson
PRIMARY COVER:	ProCharger	FOOT CONTROLS:	Harley-Davidson
TRANSMISSION:	2005 Screamin' Eagle six-speed		



demons Brian was experiencing (some of these woes are troublesome in a stock bike — imagine what they're like with triple the power on tap?). Bill set the chassis down on a set of WELD Racing billet wheels, a 21" Blade on the nose along with a solid 18" job out back. The wheels are wrapped with Metzeler rubber — a 120/70-21" skin up front and a 160/60R-18" on the rear. To bring the beast down from warp speed (and, yes, it's capable of serious speed once the afterburner is lit), Bill added dual four-piston Performance Machine calipers up front but kept the stock Harley four-piston setup on the rear.

When it came to looks, being wicked was part of the game plan. John Shope's Dirty Bird Concepts was picked for pieces such as the front and rear fenders, side fillers, bag hardware, and, of course, the proprietary Dirty Bird Wicked Road Glide windshield. The gas tank is a Cutting Edge piece from Dirty Bird Concepts. There's a mean looking scowl visor over the headlights and the taillight is a custom piece. The handlebars are out of the Trask stockpiles (they're mounted on stock risers), while hand controls are

Harley-Davidson accessory bits.

Ditto the chrome foot controls.

Bill had the saddle rebuilt by

Guy's Upholstery in nearby Mesa. The tunes are courtesy of a complete Rockford Fosgate audio setup with the controls frenched into the fairing. When it was done, Bill hauled the plastic and tin over to Phaze 1 Collision Centre in Phoenix where it was painted (for the second time actually, but that's another story) in Lucky Green. There's a fine pinstripe in the mix, but aside from that, it's as green as you can get (Brian readily admits it's more than a wee nod to his medicinal marijuana operation).

So far, so good, but this bike's all about the steam (and it has plenty of it). Bill tore the motor down and pretty much started from scratch. The displacement has been bumped from 88" to 103", thanks to a bore of 3-7/8" coupled to a stroke of 4-3/8" using Harley-Davidson components. Where it gets interesting is the fact the bike incorporates 10.5:1 pistons along with the blower (kind of like walking around with a loaded .44 Magnum strapped to your hip). This setup requires a dedicated camshaft (a .650"-lift Wood 400G) along with some serious dyno calibration, something Bill Miko is well known for. But we're getting ahead of ourselves here. The bottom end was balanced by R&R Cycles while upstairs the heads are Screamin' Eagle HTCC ported jobs. The big power adder, though, is the ProCharger blower, complete with a front-mount intercooler (there's no way this machine could function with high compression and the blower boost without the intercooler). In terms of operation,

ProCharger says, "Compressed air enters one side of the intercooler, making its way into the bar and plate core. Once in the [intercooler] core, the compressed air is cooled by the airflow moving through the passages or fins of the intercooler. Next, this cooler, denser air is routed into the throttle body and into the engine."

The cooled charge obviously helps to keep detonation at bay. The exhaust (and there's plenty of it) is provided by a Thunderheader pipe arrangement. Bottom line here is, once Bill reassembled the bike and strapped it on his dyno, the needle was eventually pegged at 185 rear wheel horsepower. Yikes!

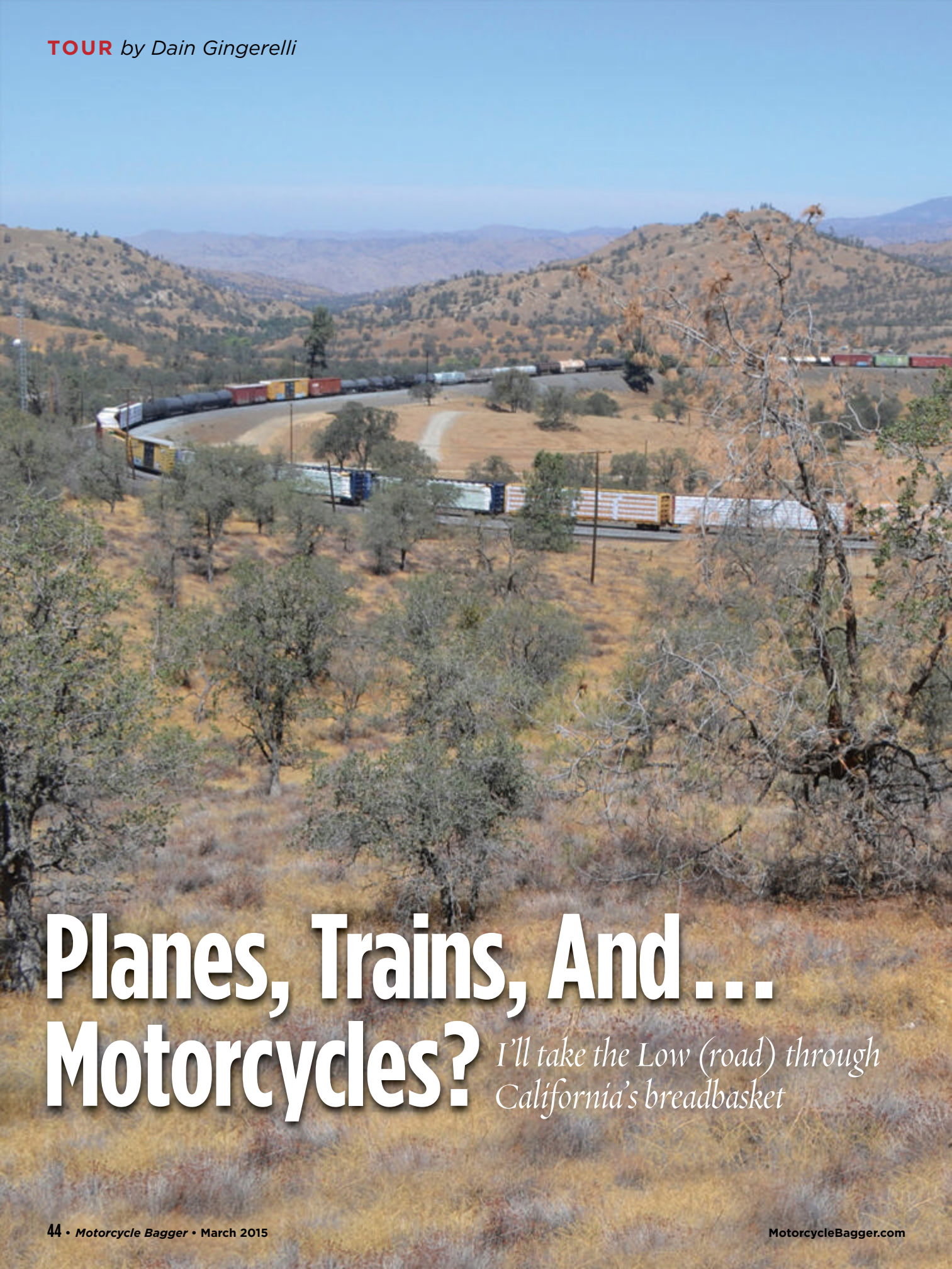
Believe it or not, backing the honking Twin

Cam is a six-speed Screamin' Eagle gearbox (complete with back-cut gears). Bill added a Barnett Scorpion clutch and carefully reassembled the

primary (complete with the integral ProCharger drive).

Whew! Before handing the motorcycle back to Brian, Bill took the time to shake it down. It's been a methodical process, and there's a massive difference between the bike now and the way it was before it came to the Motorcycle Garage. Bill is happy with it. So is Brian. Bad medicine? You bet. But in a good way! **MB**





Planes, Trains, And ... Motorcycles?

*I'll take the Low (road) through
California's breadbasket*



A long freight train turns on itself as it reaches the famous Tehachapi Loop. A Phantom F-4 fighter jet stands sentinel in front of the Saxon Aerospace Museum in Boron; those twisty turns are but a part of the Caliente Bodfish Road. My ride was aboard Harley's new Ultra Classic Low.



WHEN IT'S TIME TO TOUR, I NORMALLY ADVOCATE TAKING THE ROAD

less traveled. If you've been there, done that, and you already have the T-shirt, what's the point of a repeat? New roads lead to new adventures and experiences.

But sometimes a replay is in order, and that's what led me to a recent return ride on Highway 99, a road I first visited in 1967.

Highway 99 is an old route that slices north/south through California's farm country in the San Joaquin Valley, and it actually parallels Interstate-5, which has become the paramount corridor for many impatient highway travelers transiting between Los Angeles' Southland and San Francisco or Sacramento to the north. Today, many people tend to overlook 99, which has changed little over the years. Consequently, traveling this multilane route presents an opportunity to see what the Golden State, and even other parts of America, were like 40 or so years ago. Originally the corresponding portion of Interstate-5 in California was completed in 1972, promptly elevating it to the quickest route between north and south.

I first traveled 99, officially known as State Route 99, during the summer of 1967. It also happened to be the first overnighter I ever made on a motorcycle. Fresh out of high school, I rode my Honda 305 Super Hawk from my parents' home in Orange County to San Francisco to visit some friends. We were a competitive lot back in those days, and just a few months before, my Bay Area buddies had made the ride from their place in just a little over eight hours. They rode their bikes (a Suzuki 250 X-6 and Yamaha 305) on US Route 101 that led directly out of San Francisco to Los Angeles where, after bobbing and weaving their way through various local Southland freeways, they arrived at my parents' doorstep, missing their eight-hour goal by mere minutes.

I wanted to beat their time, and I reasoned that 99 would be quicker, requiring a trip north beyond Los Angeles' Grapevine before heading west on State Route 152 south of Chowchilla, which would take me through Los Banos and eventually dump me onto 101 in Gilroy ("Garlic Capital of the World," so vampires beware) for the final sprint north to San Francisco. Long story short, I reached the Bay Area and was on track to reach Bob and Jim's parent's house on Yorba Buena Island within seven and a half hours of my start time. Then a mechanical gremlin struck: my bike's chain came off the sprocket. The Super Hawk's drivechain had stretched enough to slip off, and the delay put me at their doorstep in seven hours, 45 minutes.

Flash-forward to August 2014: I was aboard Harley's new

Electra Glide Ultra Classic Low, sporting a new flashy Amber Whiskey and Charcoal Pearl paint scheme, not to forget its signature and lowly 25.6" seat height and reconfigured rider's quarters. Harley-Davidson had released this new model only the day before in Wine Country's Sonoma Valley, and now I was to be the first person to tour-test the new FLHTCUL Electra Glide Ultra Classic Low. In truth, a couple of days before, I had made a "sprint tour" up 99 aboard a 2014 Ultra that I would swap for the new Low; my ride north served as a scouting run, and what I saw confirmed that I should retrace this nostalgic route at a more leisurely pace with the Low.

The ride southeast from Wine Country to 99 near Lodi wasn't memorable, but once on the old four-laner (six lanes in some stretches, vestiges of progress do exist on the old road), I felt as if I'd slipped back in time, although not quite back to 1967. Among the first peculiarities I noticed were advertising signs with catchy messages along the road and on the 18-wheelers I overtook. One sign, enticing people to visit an old roadside tourist trap called Bravo Farms read, "We're more than just

cheese, we're also half nuts." A huge hauling truck in the next lane wore signage that proudly boasted, "You'll want to get dumped by us," and another billboard sign, this one from a sitting-stool manufacturer proclaimed, "Stop by and check out our stools." The verbiage reminded me of the old Burma Shave signs that dotted the landscape along our nation's highways so long ago. A succession of signs reading like jingles would tell a quick story: Sign 1 — "The safest rule"; Sign 2 — "No ifs or buts"; Sign 3 — "Just drive"; Sign 4 — "Like everyone else"; Sign 5 — "Is nuts!" You might say those roadside limericks were 2 cute 2 be 4gotten. (Sorry.)

If you happen to be nuts for air-planes, 99 and the surrounding area offer some interesting diversions. Foremost is the Castle Air Museum, located on the site of the former Castle Air Force Base near the town of Atwater. The collection includes about 52 warbirds on display, plus indoor exhibits that can fatten up your knowledge about the fighters and bombers that helped us win most of the wars we've fought. To quote Bill

Murray's character, John Winger, in the movie *Stripes*: "We're American soldiers! We've been kicking ass for 200 years! We're 10 and one!"

I stopped farther south to visit an old friend, a B-17 Flying



I visited an old friend along the way. This B-17 has been parked along SR 99 since 1958 when retired General Maurice Preston last flew it. Fittingly, the plane is named Preston's Pride. Today its nose is missing. Can you imagine sitting as the plane's tail gunner in combat?

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Fortress that's been parked alongside 99 ever since Gen. Maurice Preston (retired) flew the Boeing-built bomber to the airport that's located just north of Tulare on August 5, 1958; to commemorate that flight, the people of Tulare nicknamed the plane Preston's Pride. My first encounter with that old bomber was in 1967, and the plane has remained in the same location. In fact, since I last saw it, the old bomber has received a fighter escort, and now there's a F-4 Phantom parked alongside it, stationed there as part of the Tulare County Vietnam War Memorial that honors the young men and women from this part of the San Joaquin Valley who bravely fought and died in the Vietnam War.

After I paid the names on the plaque all that I could — my respect and a deserved moment of silence — it dawned on me that this Phantom jet (our nation's frontline fighter during the Vietnam War from 1965-75) was older today than the B-17 (flown in combat between 1943-45) happened to be the first time I saw it parked here in 1967, when, ironically, the Vietnam War was in full-tilt boogie. Let's hope this will be the last war memorial addition the citizens of Tulare County, and America, need to make.

My ride down 99 brought me past Bakersfield, home to famous Indy car racer Rick Mears, and to the country-western style known as the Bakersfield Sound made popular by such artists as Buck Owens, Merle Haggard, Dwight Yoakam, and the Flying Burrito Brothers. If you're a fan of Basque food, the area is noted for the Iberian Peninsula's cuisine. And every autumn drag racing fans also flock to the Bakersfield area — more precisely old Famoso Raceway a few miles to the north along 99 — for the annual NHRA California Hot Rod Reunion, a



My younger son recently received his officer's commission in the US Air Force, so I take the opportunity to salute him in my crass civilian way alongside the F-4 at Saxon Museum. He's attending flight school in Oklahoma this year. Proud dad, I am.

over the Tehachapi Pass. And it's this piece of real estate that is famous among train aficionados for the Tehachapi Loop, one of the seven wonders of the railroad world.

I'd heard and read about the Tehachapi Loop, but I'd never seen it. The Loop is a section of track that allows long, lumbering freight trains to ascend the mountains that surround Los Angeles. The Loop was designed by civil engineer William Hood for the Southern Pacific Railroad in 1874. Two years later, more than 3,000 Chinese laborers hammered the final spike into the rails to finish the project. The Loop tackles a grade that averages 2.2 degrees gradient over 28 miles. The actual Loop itself, a stretch of track that completes a 360-degree turn on itself, requiring a long, arcing tunnel-and-bridge combination, can be viewed from Woodford-Tehachapi Road, which is accessible on the north side of 58. Follow the road for a few twisty miles until you see a roadside marker where you can park your bike. Listen for a few minutes, and eventually you'll hear the grunting sound in the distance of a train laboring up the grade. The Tehachapi Loop averages 36 trains a day; I counted 92 cars, plus four diesel locomotives (three up front, one on the rear) on one train. Viewed from afar like this, the Loop resembles the toy train displays that Sears department

I stop along the road to observe trains passing through one of the 15 tunnels along the Tehachapi Loop. The trains slowly emerge from each tunnel sounding like angry bulls.



stores used to set up for kids to watch during the Christmas holiday shopping seasons.

You'll pass two historical landmarks on your way to the Loop road marker, too. First and most obvious is the Keene Store Cafe, which was built in the 1920s to serve local miners. The food is worthy, and today the cafe is owned by the César Chávez Foundation, which has its headquarters less than a quarter of a mile down the road. It was here that farm labor activist César E. Chávez set up his headquarters to bring national attention to the plight of immigrant farm workers of California back in the 1960s. Chavez often ate at Keene Cafe. The National Chavez Center is open to visitors, and the grounds are often used for public ceremonies and meetings. Chávez's grave is located adjacent to the visitor's center.

There's another series of roads worth exploring off 58, and they're accessible a few miles west of the Keene Cafe on the Caliente Bodfish Road turnoff. As the name suggests, this road leads to the old towns of Caliente and Bodfish, with two basic routes available. I didn't have time to ride the entire road (a ride for another time, perhaps), but I explored a section that skirted one of the 18 tunnels that comprise the Tehachapi Pass. I parked the Ultra Classic Low less than 50 yards from the tunnel's entrance where I waited for another train. Sure enough, within 10 minutes I heard the grunting and groaning of diesel locomotive straining up the grade. Up close like this, the freight trains are very real, not toys.

The sun was beginning to set, so I checked in at one of

The Ultra Classic Low sits in formation with Preston's Pride. Just a few feet away rests another plane, a Phantom F-4 that's part of the Tulare County Vietnam War Memorial.



Farm labor activist César Chávez lived near Tehachapi, and today you can pay respects to him at his gravesite in the National Chávez Center about a quarter of a mile from the Keene Cafe.

SOURCES

CASTLE AIR MUSEUM
Atwater, CA
CastleAirMuseum.org

KEENE STORE CAFE
Keene, CA
661/823-7010

**CÉSAR E. CHÁVEZ
NATIONAL MONUMENT**
Keene, CA
661/823-7010
NPS.gov/Cech

Tehachapi's motels for the night. Tehachapi itself was established in the 1860s and is now considered one of California's historical places. The name Tehachapi originates with Native Americans — the Kawaiisu tribe — that settled here years ago, and translates to "hard climb," probably because the Kawaiisu people ascended to the Tehachapi area every summer from the Mojave Desert to escape the heat.

The next day, I followed 58 down into the Mojave Desert. The hills are dotted with white wind turbines that produce electrical energy for Los Angeles, and during springtime the rolling hills are covered with colorful wild flowers. At the base of the hill lies the town of Mojave where the local airport serves as home base to various aerospace companies that restore mothballed airliners and other commercial jets. The airport is also home base for experimental planes, and if you like land speed racing, the runways are periodically closed for one-mile high-speed racing by cars and motorcycles.

The airplane connection continues: this part of 58 is known as Aerospace Highway because Mojave is also home to the Mojave Air & Space Port, and to the south, you'll find Edwards Air Force Base, former landing strip for the Space Shuttle and where the US government conducts testing for experimental military planes. I was fortunate to see an F-33 (or some variation of that new stealth fighter) being escorted by its chase plane, an F-16, as it flew over 58 on its way to land on Rogers Dry Lake, which has a history of its own among hot rod racers when it was Muroc Dry Lake, site of the first timed speed trials back in the 1930s.

You also can stop and visit the Saxon Aerospace Museum in Boron. Need something a little closer to ground? Visit the 20 Mule Team Museum next door. If you want to talk planes with experts, dine at the 20 Mule Cafe across the street because it's frequented by test pilots from nearby Edwards. Who knows, you might be able to strike up a conversation with one or two airmen, or you can weave your way toward San Bernardino through the maze of roads that lace this part of the Mojave Desert for a stop at the Wing and a Prayer roadhouse to chat with some of the locals.

It all adds up to a different kind of road trip that takes you past planes, trains, and, in this case, motorcycles. This trip reminded me that each road that we select for a tour can present something different and unique. It's up to us to discover that road. Or, as I did this past summer, rediscover that road.

MB

Rehab Road King

Four months of therapy produced this red-hot bagger



text by
eric ellis

photos by
markus cuff



An ideal ride for many Harley riders consists of hammering the throttle on a winding ribbon of highway. Add the scenic

view of a crystal blue ocean on one side of the road and rolling lush greenery on the other, and you have paradise. Mike Arellano enjoys that ride in paradise every day. See, Mike lives on the Hawaiian Island of Oahu, so just about every ride is an ideal ride for him.

If there's a downside to living on an island, though, it's that your options for open roads become somewhat limited. Even though Oahu is the third largest of the Hawaiian Islands, it has only about 1,000 miles of roadway. Couple that with the fact that it's the most populous island of the chain, and that practically every Harley tourist there immediately jumps at the opportunity to ride the island, and, well, you can see how things can get congested pretty easily.

Mike's solution to counter the congestion is to travel on back roads and lesser-known stretches of road whenever he

can. His favorite days for riding are Sundays when the roads are less crowded. Pretty much every other Harley-owning local follows that same mantra, which isn't that big of a deal because it helps you to get to know all the other local riders. However, when you sell a bike that you put your hard work and time into customizing, chances are you'll eventually see it roll up alongside you at one of the local hangouts. Depending on how you ended your relationship with said bike, you might get a sinking feeling in your stomach. It's like running into an ex: mixed emotions of good memories and lost love come bubbling up. And that's exactly what happened when Mike comes across the first Harley he ever owned, a 1992 Sportster that he turned into a bobber before he eventually customized it into a mini Indian, complete with valance fenders and a teardrop Softail-style gas tank. He tells us that the XL-cum-Indian was a really clean-looking bike, but he was ready to move on so he sold it to another guy on the island — a decision he regrets every time he sees his old bike.

Mike replaced the Sporty with a Softail that he gave the low-rider look, a really popular style on the island. After cruising the Softail for a few years Mike realized that the bagger scene was gathering momentum on the mainland. He became infatuated with the big-wheeled rides he'd see in the magazines and on the Internet. With a vision of exactly how he'd build his own high-roller bagger, Mike sold the Softail to a guy in Texas (ensuring he'd never run into that ex on one of his frequent Sunday rides) and prepared to enter the bagger world.

For that to happen, Mike scored a 2007 Road King from a

TECH SHEET

OWNER:	Mike Arellano	FINAL DRIVE:	Stock
BUILDER:	Mike Arellano, frame rake by Jay, 66 Rides Custom Motorcycles	CHASSIS	
YEAR/MODEL:	2007 Harley-Davidson FLHR Road King	FRAME:	Stock 2007 Harley-Davidson FLHR Road King
POLISHER:	Mike Arellano	RAKE:	Pickard USA, plus 9 degrees
POWDERCOATER:	Hi-Tech Coatings Inc	STRETCH:	Plus 2"
PAINTER:	Thomas Samora, Affiliated AutoWorks	FRONT FORKS:	Stock
COLOR:	Lava Red	MODS:	Progressive Suspension lowering springs
POWERTRAIN		SWINGARM:	Stock
ENGINE:	2007 Harley-Davidson Twin Cam 96	SHOCKS:	Burly Brand Slammer
DISPLACEMENT:	96"	FRONT WHEEL:	SMT Machining 26"
CONNECTING RODS:	Stock	REAR WHEEL:	Stock 16"
CYLINDERS:	Stock	FRONT BRAKES:	Stock/SMT Machining
PISTONS:	Stock	REAR BRAKE:	Stock
HEADS:	Stock	FRONT TIRE:	Vee Rubber 120/50-26"
CAM:	Stock	REAR TIRE:	Dunlop 16"
VALVES:	Stock	FRONT FENDER:	FatKatz
CARB:	Stock EFI	REAR FENDER:	Bad Dad
AIR CLEANER:	Scream'n Eagle	ACCESSORIES	
EXHAUST:	Mike Arellano, Thunderheader	HEADLIGHT:	Bagger Nation Raked nacelle
CHARGING SYSTEM:	Stock	TAILLIGHT:	Mike Arellano
REGULATOR:	Stock	FUEL TANK:	Bad Dad
OIL PUMP:	Stock	HANDLEBARS:	Roland Sands Design
CAM COVER:	Stock	SEAT:	808 Baggers
PRIMARY COVER:	Stock	PEGS:	Stock
TRANSMISSION:	2007 six-speed Cruise Drive	CHAIN GUARD:	Stock
CASE:	Stock	SPEEDO:	Stock
GEARS:	Stock	DASH:	Stock
CLUTCH:	Stock	HAND/FOOT CONTROLS:	Stock
PRIMARY DRIVE:	Stock	LEVERS:	Stock

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mutual friend. The King was mechanically sound, but it had quite a few miles on the odometer and had seen better days. The King's worn and weathered condition didn't matter much to Mike; he had plans to make it a custom bagger.

Fortunately, or unfortunately (depending on how you view the situation), a few days before Mike acquired the Road King, he had knee surgery. Crutching around on one leg presented a challenge when it came to hauling packages of new parts into his work space. Thankfully, a bevy of friends who frequently stopped by meant that there was always someone available to carry in those heavy boxes. And since he was going for a nearly frame up build, the multimonth project gave him time to recover from surgery. Even though building a custom bagger may not have been the rehab that Mike's doctor had in mind, the activity quelled his burning urge to ride.

As mentioned, Mike had a precise plan of what he wanted to do with this Road King, so as soon as he rolled the bike into his garage, he began the transformation. First step was to have local painter Thomas Samora of Affiliated AutoWorks, extend the saddlebags for that long, low look. To match the stretched saddlebags Mike stripped the stock rear fender of its lighting and license plate to make room for a Bad Dad overlay fender. The Bad Dad piece fills the gaps between the bags before tapering down to a broad point below the bottom edges of the saddlebags.

Mike engineered the rear lighting himself. First he made two 6" x 1-1/2" cutouts in the outer edges of the fender overlay before fabricating flush-mounted turn signals complete with red lenses that he salvaged from his old Dodge truck. Not wanting to spend hundreds of dollars on stretched side



covers offered by the myriad aftermarket bagger shops, Mike again called on Samora to create custom side covers out of fiberglass. It took Samora about a week to lay out a pair of unique covers over the stock units. The new side covers flow seamlessly from the seat area to the front of the bags.

The gas tank received a makeover, too. Mike used a set of Bad Dad overlays to give the illusion of a stretched tank; the panels were glued over the sides of the stock tank, matching the bike's new lines perfectly. Mike topped the tank with a stock speedo and dash.



With the transformation moving smoothly along, and everything seemingly falling into place, the next task — cutting and raking the neck to accommodate a 26" front wheel — loomed on the horizon. This modification would give the bike a whole new attitude.

Cutting and welding the frame was left to Jay at 66 Rides Custom Motorcycles. Jay knocked the stock neck off before welding in a Pickard USA replacement neck rake kit. The kit added 2" of stretch to the backbone/neck area and increased the neck rake 9 degrees over stock. Once Jay had the new neck welded and smoothed, Mike brought the bike back to his garage where he installed a set of Pickard's 9-degree triple trees. To keep the front end from sitting too high, Mike installed a Progressive Suspension DROP-IN kit, which lowered the front 2".

With the 26" SMT wheel and its 13" rotors in place, Mike determined that the stance at the rear wasn't right. The stock 16" rear wheel made the bike sit too high; Mike wanted it lower. So he ditched the stock shocks, replacing them with a pair of Burly Slammer shocks and lowering blocks. The combination of the squat rear and massive 26" front wheel gave the bike a mean hot rod stance — exactly what Mike wanted. He mounted a FatKatz Laredo wraparound front fender to sit so tight over the 26" Vee Rubber tire you can barely see the lip of the rim on the back half of the wheel.

A few more pieces such as a Bagger Nation Raked headlight nacelle, Speed By Design two-hole chin spoiler, Roland Sands Design 16" King Ape handlebars, and an 808 Baggers custom-stitched seat finished the mock-up. When it was time for paint (a sacred day for all custom bike builders), Mike settled on a solid tone, Lava Red (well, he does live in Hawaii), for the bodywork.

He then broke up the Lava Red with a host of powdercoated gloss black parts including the primary cover, headlight bezel, saddlebag latches, fork legs, and bells. Thomas handled the paintwork while Hi-Tech Coatings baked on the black.

While the paint and powdercoat were applied Mike contemplated refreshing the motor but decided to hold off so he could focus on making his own 2-into-1 exhaust. He started with a Thunderheader system, but rather than use the long cone collector he removed the muffler assembly to make way for his own shortened end piece with the Thunderheader baffle stuffed inside. His custom pipe follows the curve of the right-side cover, dumping the exhaust in front of the saddlebag. The existing air cleaner setup was replaced with a Screamin' Eagle Heavy Breather kit.

By the time the paint and powdercoat was finished Mike's knee was fully rehabbed. That, of course, meant that bike and rider were ready for action. Mike blew through the final assembly and took off for the maiden voyage on his new King. He was a bit nervous about how the bike would handle at first, with the extreme rake and big 26" hoop up front, but after a few miles and a few turns he was confident he had made the right decision for this bagger.

Mike made another decision about the bagger, too: he's not going to sell it, at least anytime soon. He's in love, and there's no way he's going to make the same mistake twice and let this one go. After all, a man's got to enjoy his time in paradise. **MB**

**A few changes give this Cory Ness
Edition Cross Country a new look**

Big Wheel HappiNess





text by
alex scott

photos by
dino petrocelli

WINTER is considered downtime for many bikers in the northern part of our country because cold temper-

atures and snowy conditions aren't conducive to riding on two wheels. Consequently, if you intend to do any custom work to your bagger, winter is the ideal time to do so.

Count Chad Cuniff among those bike owners who use the cold, dark months of winter to freshen up their bikes for the coming riding season. Most recently Chad sent his 2011 Victory Cross Country (Cory Ness Edition) south for a facelift that included a 26" front wheel among other changes.

According to Chad, he saw his first Victory big-wheel bagger during Myrtle Beach Bike Week autumn rally a couple of years back. It was love at first sight for the long-time Victory owner whose first bike was a 2006 Jackpot, but that bike's rear seat proved uncomfortable for his wife, Patti, so Chad stepped up for a new Cross Country. Soon enough, though, he arranged to leave his new Vic bagger at Coastal



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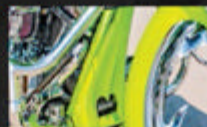
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Victory in South Carolina in October 2013 to fit a big wheel and several other modifications. Once Chad's bike was rolled into the service shop, Coastal Victory's owner, Tim Sutherland, supervised the makeover, using various parts from the shop's HotVic inventory.

The bike started out as Cory Ness Edition #169. Chad loved the stock Cory Ness-designed paint so much that he didn't want to change it. In fact, he wanted even more of it. So the body pieces that he added — from the Fat Katz front fender to the bag extensions — were carefully color-matched to the bagger's original paint and graphics. That's a testament not only to Cory Ness and his talent for mapping out a cool paint scheme, but to painter Jimmy Jackson at Coastal Victory for maintaining the paint scheme's integrity during the bike's winter rehab. Jimmy also painted the side covers to match, because they were a single color on the original bike.

Customizing a custom bike can be a tricky process, especially when the original design is from a guy with Cory Ness' creden-

tials. And so Chad elected to retain the Danny Gray leather and suede seat that Cory originally decided should go on all of the special edition Cross Country models bearing his name. But Chad pulled rank to replace the bike's custom footboards with new ones that carry the name of Cory's famous father, Arlen. The derby cover is also from Arlen's inventory.

But no doubt the biggest change to this Cory Ness Edition is found up front where a 26" HotVic wheel and Vee Rubber

tire have replaced the bike's original 18" combo. The 26" big

wheel happened thanks to a bolt-on big-wheel kit

from Kewlmetal. The

stock triple trees were replaced with Kewl-

metal's custom kit, including a bolt-on raked

neck matched with raked triple trees to give the

correct steering dimensions

to mount the stock 43mm inverted

fork with the new 26" front

wheel. The fork's internals remain unchanged, although heavier oil for increased damping characteristics ultimately resulted in an improved ride overall.

The curved-spoke 26" wheel itself was crafted in house by Coastal Victory. To help



TECH SHEET

OWNER:	Chad Cuniff	PRIMARY DRIVE:	Stock gear
BUILDER:	Coastal Victory & Indian Motorcycles of Myrtle Beach, Murrells Inlet, SC	FINAL DRIVE:	Stock belt
YEAR/MODEL:	2011 Victory Cross Country, Cory Ness Edition	CHASSIS	
PAINTER:	Cory Ness Edition/Jimmy Jackson, Coastal Victory	FRAME:	2011 Victory Cross Country
AIRBRUSH GRAPHICS:	Cory Ness/Coastal Victory & Indian Motorcycles of Myrtle Beach	RAKE:	40 degrees
COLOR:	Sunset Red	FRONT FORKS:	Victory Motorcycles 43mm inverted
POWERTRAIN		MODS:	Kewlmetal 40-degree rake kit
ENGINE:	2011 Victory Freedom 106	SWINGARM:	Stock
DISPLACEMENT:	106"	FRONT WHEEL:	HotVic 26"
CASES:	Victory Motorcycles	REAR WHEEL:	Stock 3.50-16"
FLYWHEELS:	Stock 108mm	FRONT BRAKE:	Victory Motorcycles four-piston caliper
CYLINDERS:	Stock 101mm	REAR BRAKE:	Victory Motorcycles two-piston caliper
PISTONS:	Stock 9.4:1	FRONT TIRE:	Vee Rubber 26"
HEADS:	Stock	REAR TIRE:	Dunlop 140/90-16"
CAM:	Stock	FRONT FENDER:	Fat Katz, Grass Valley, CA
VALVES:	Victory Motorcycles	REAR FENDER:	Stock
CARB:	Stock dual 45mm throttle body EFI	ACCESSORIES	
AIR CLEANER:	Stock	HEADLIGHT:	Stock
EXHAUST:	HotVic/Coastal Victory & Indian Motorcycles of Myrtle Beach	TAILLIGHT:	Victory Motorcycles smoked lens
OIL PUMP:	Stock	FUEL TANK:	Arlen Ness cap
CAM COVER:	Stock	HANDLEBARS:	Arlen Ness
TRANSMISSION:	2011 Victory Motorcycles six-speed	SEAT:	Danny Gray/Cory Ness Edition
CASE:	Stock	PEGS:	Arlen Ness
GEARS:	Stock	BELT GUARD:	Stock
CLUTCH:	Stock	LICENSE BRACKET:	Arlen Ness
		MIRRORS:	Arlen Ness
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those curved spokes stand out at the local show-and-shine, the right-side rotor and caliper were removed. Even though the stock master cylinder was retained, a new Spiegel

Performance Parts stainless steel-braided brake line kit replaced the original, a rather nondescript stock line. Chad reports that the front stopperworks just fine with a single disc.

Custom work on Victory motorcycles is evolving rather rapidly, and as proof some of the parts on Chad's bike hadn't even been developed when he dropped his bike off at Coastal Victory at the start of the winter. Chad reckons there are only about half a dozen big-wheel Vics in his part of the country. But now that there are even more custom parts in Coastal Victory's HotVic catalog, and the rest of the aftermarket is beginning to wake up, too, he figures to see more big-wheel Victory baggers on the road.

But one thing that all Victory motorcycles don't necessarily need is more power. The 50-degree, 106" V-twin feeds an abundance of torque through its six-speed transmission to the rear wheel. All perfectly adequate, in Chad's view, so no engine work was performed during the downtime at Coastal Victory, other than to replace the unsightly air box with a Lloyd's Motorworkz creation and complement it with a HotVic exhaust system.

How does Chad's customized custom Cross Country perform on the road? He reports that the bike with its 26" front wheel handles great. "You lose a little of the turning radius with the bag extensions and big front wheel," says Chad. "But the bike feels great."

Yes, Chad's pretty happy about the results of his bike's winter sojourn in the South. "It's everything I envisioned it to be. Tim nailed it out of the park with the bodywork and top-shelf customer service. They always called me, kept me in the loop, told me where they were at. It was a long winter, but the waiting was all worthwhile."

MB



GMR GENESIS 577 CAMS

This 2013 Electra Glide 103 gained over 13 hp!

THERE MAY BE NO BETTER WAY TO BOOST YOUR ENGINE'S power than a set of performance cams. But with so many options out there, it can be a difficult chore to pick the right one for your application. And if you're planning on doing head work or a displacement increase in the future, the cam you choose today might not work well with the future mods you make.

As you can see in the accompanying step-by-step tech story, cams aren't an easy install, bolt-in or otherwise. If you're doing it yourself, it's something you only want to do once. And if you're having the work done at a shop, you definitely only want to pay for labor once. So we set out to find a great all-around cam that could be used in a stock Twin Cam that will also function well after more performance modifications.

We turned to GMR Performance based in Keller, Texas, for a pair of its custom-ground Genesis 577 cams (\$349) for our 2013 Electra Glide. GMR recommends the 577 for a variety of different engine packages, including the Glide's relatively stock 103". The bike already has a high velocity air cleaner. GMR also recommends the Genesis 577 for 110" CVO engines to cool it down while making power. Basically, if you're starting

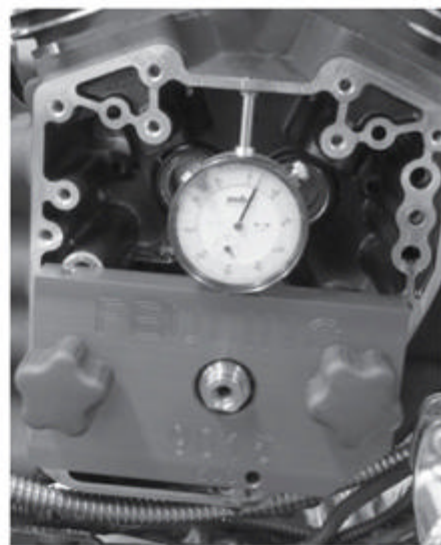
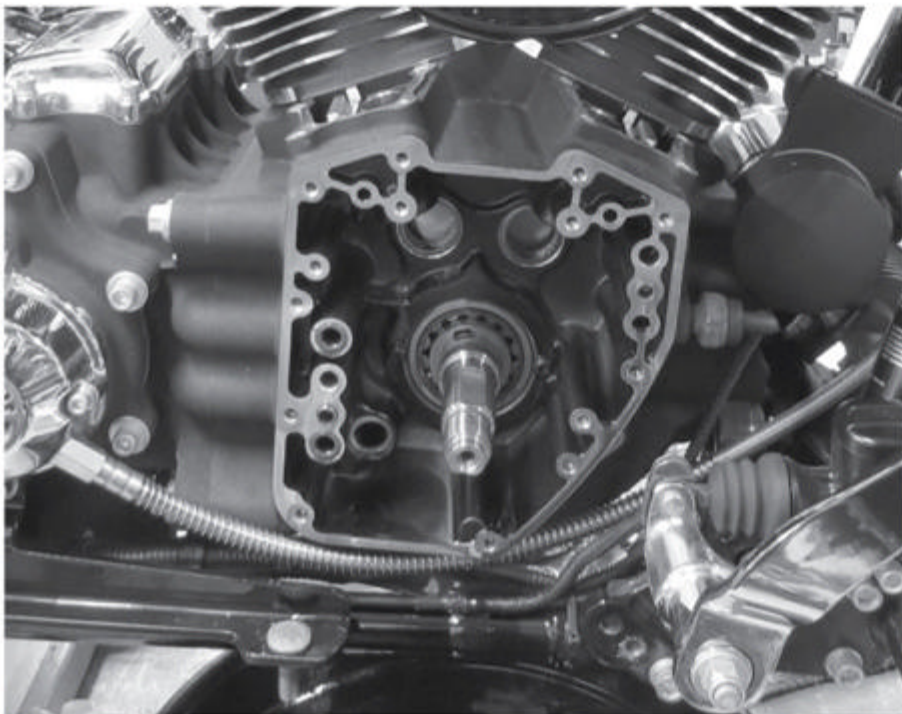
with a 103 like we are, it will take a serious amount of engine modifications before you need to reconsider your cams.

The GMR Genesis 577 features an intake and exhaust lift of .577". On the intake side, it has a duration of 243 degrees (measured at .053"). The exhaust has a duration of 238 degrees. The intake timing is 20 degrees and 43 degrees; exhaust is 43 degrees and 15 degrees for those of you that know what cam specs mean. The specs we all know are the maximum power numbers and new torque and horsepower curves. We realized a gain of 13.7 hp and 8.4 ft-lbs. of torque at the rear wheel. Take a look at the accompanying dyno chart for the full power output story.

TOOLS NEEDED

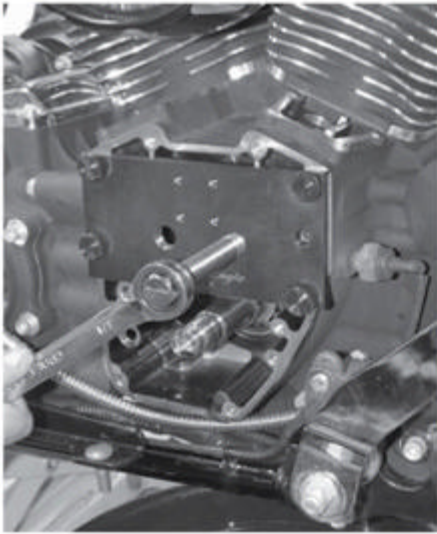
- Black marker
- Blue Loctite
- Red Loctite
- Expanding snap ring pliers
- 3/16" Allen
- 7/16" wrench
- 3/8" socket
- 7/16" socket
- 1/2" socket
- 9/16" socket
- S&S pushrod clip tool
- Dial indicator
- Alignment dowels (2)
- Steel straightedge
- Flat feeler gauge
- Torque wrench (in-lbs.)
- Torque wrench (ft-lbs.)
- Cam sprocket lock
- Inner cam bearing removal tool
- Inner bearing installation tool

I Now that the baseline dyno runs are finished, our 2013 Electra Glide is up on Dan's lift with its exhaust system, rocker boxes, and valvetrain removed. The gearcase compartment has also been emptied.



2 The first step is to check the pinion shaft runout using a dial indicator. It was 0.005" and within limits, which means we can proceed with the GMR camshaft installation.

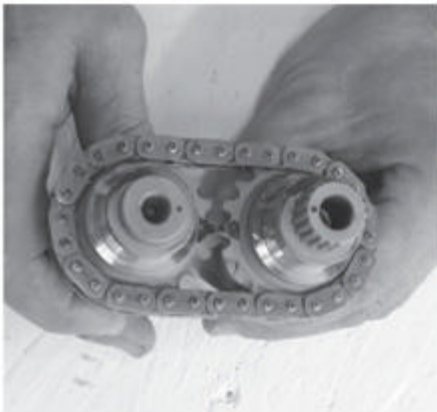
PHOTOS AND CAPTIONS BY CHRIS MADA



3 Dan's next step is to remove and replace the inner camshaft bearings with new Torrington bearings using inner cam bearing removal and installation tools.



4 After cleaning and inspecting the stock oil pump, Dan coats the internals with oil and installs all new O-rings. He then installs the oil pump onto the pinion shaft.



5 Dan then positions the new GMR cams in the stock inner drive chain with their timing dots aligned. He has marked the timing dots with a black marker so they're easier to see.

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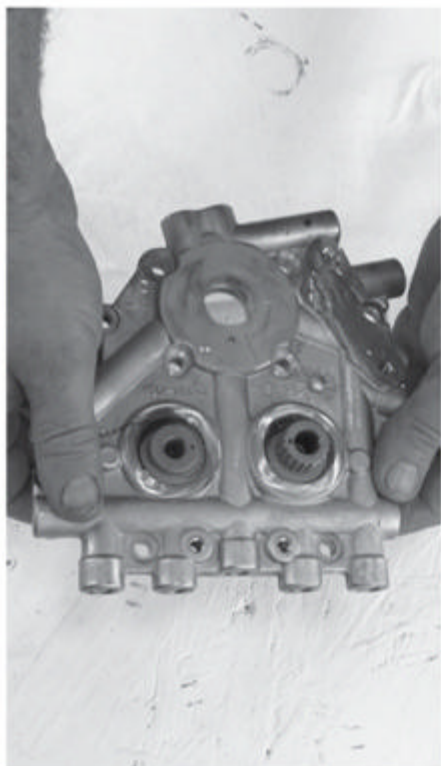
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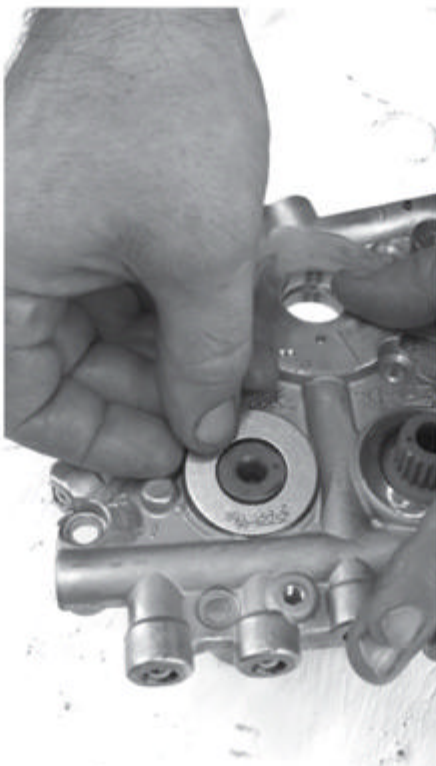
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6 After coating the cam support plate with assembly lube, Dan positions the stock cam support plate onto the cams, making sure the timing marks don't move.



7 He then puts the stock 0.100" shim on the outer end of the front GMR cam.



8 Using an expanding snap ring pliers, Dan installs a new outer retaining ring onto the outer end of the front GMR cam.

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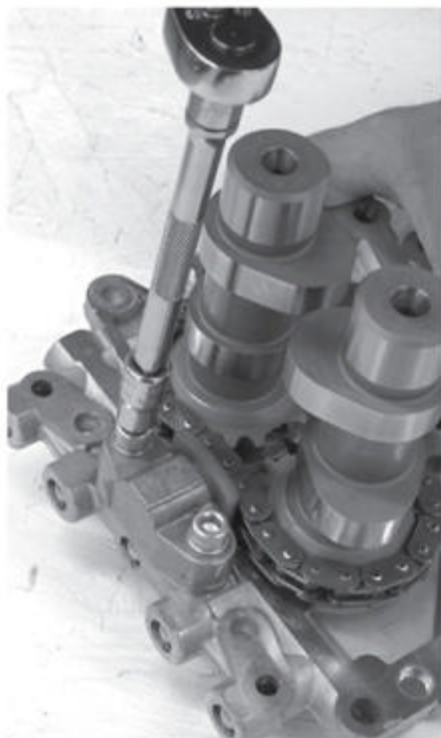


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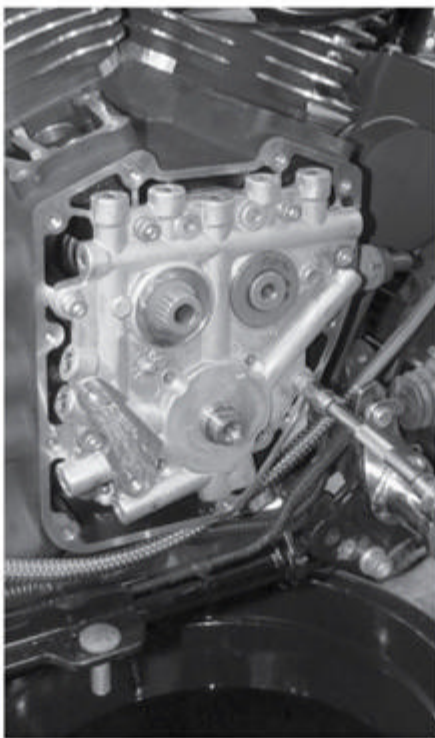
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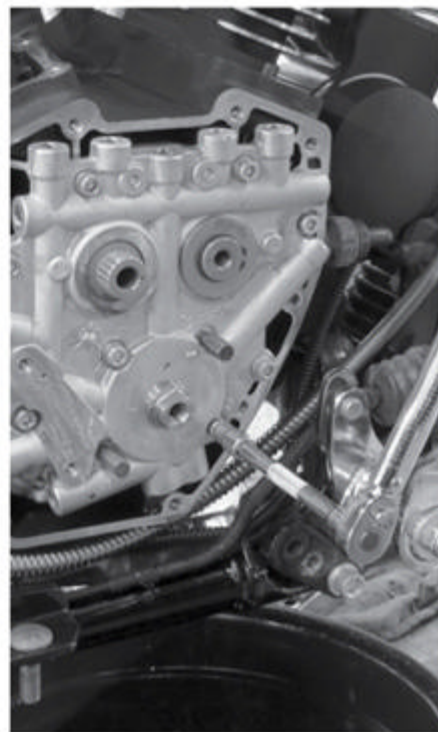
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9 After cleaning and oiling the stock inner hydraulic tensioner, Dan reinstalls it onto the cam support plate using the stock bolts, blue Loctite, and a 3/16" Allen. He torques the bolts to 90-120 in-lbs. in stages.



10 With oil on the lobes and inner ends of the GMR cams, Dan reinstalls the cam plate using the stock bolts, blue Loctite, and a 3/16" Allen. He torques the bolts to 90-120 in-lbs. as per the H-D manual procedure.



11 After spinning the oil pump with two alignment dowels in place, Dan secures the pump using two of the stock bolts, blue Loctite, and a 3/16" Allen. He torques the bolts to 90-120 in-lbs. as per the H-D procedure.

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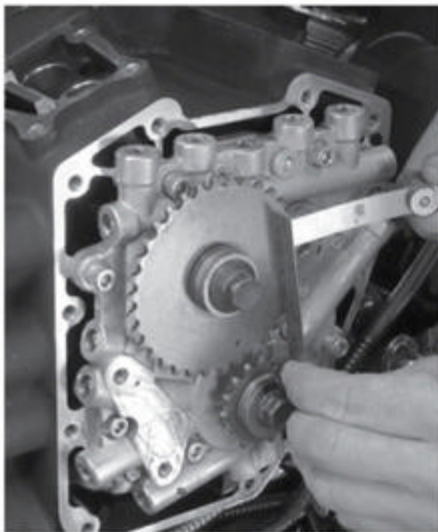
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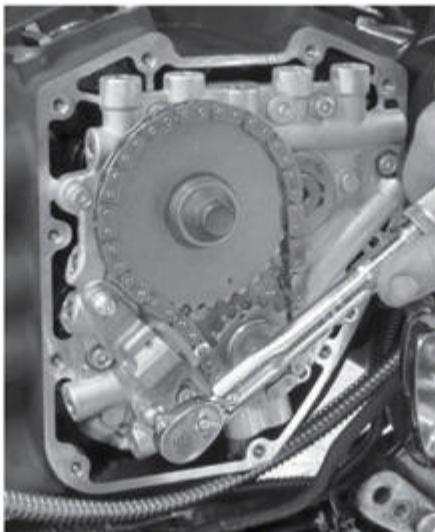


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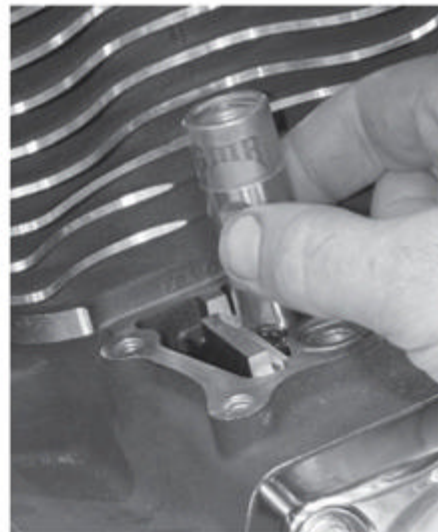
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12 Once the two other pump bolts are in, Dan secures the stock sprockets onto their shafts using the stock hardware. He then checks their alignment using a flat feeler gauge and steel straightedge. He needs and gets less than 0.010".



15 After cleaning and oiling the stock outer hydraulic tensioner, Dan reinstalls it onto the cam support plate using the stock bolts, blue Loctite, and a 3/16" Allen. He torques the bolts to 90-120 in-lbs. in stages.



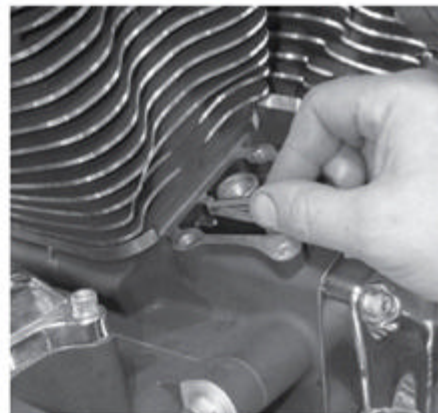
17 After coating the new GMR lifters with oil, Dan drops the new lifters into their bores in the right case with one of the flat sides on the lifter against where the alignment pin will rest.



13 After Dan positions the stock sprockets in their outer drive chain (timing dots aligned) and onto their respective shafts, he secures the pinion sprocket using a sprocket lock, the stock hardware, red Loctite, and a 1/2" socket.



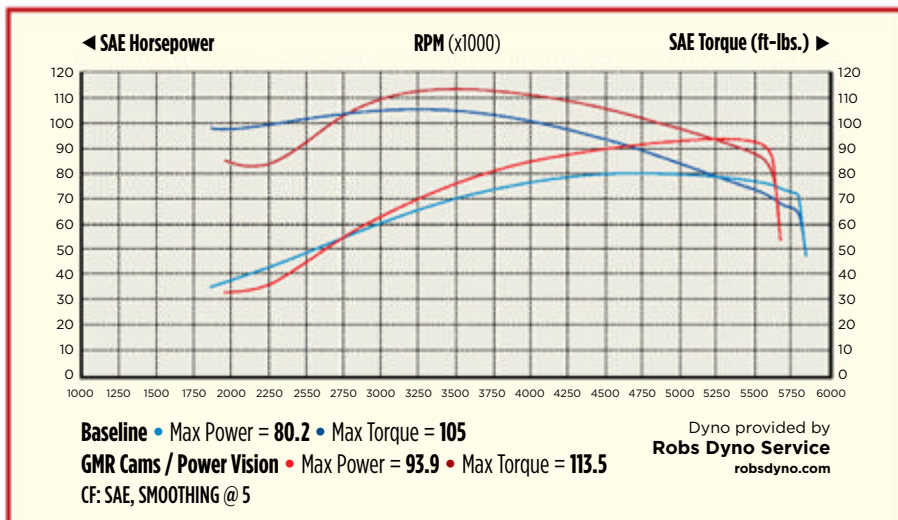
16 After positioning a new gasket on the right crankcase, Dan reinstalls the stock cam cover using the stock bolts, blue Loctite, and a 3/16" Allen. He torques the bolts to 90-120 in-lbs., as per the H-D procedure.



18 Dan installs the stock alignment pin in its groove and then places a new gasket on the case.



14 Dan secures the rear cam sprocket using a sprocket lock, the stock hardware, red Loctite, and a 9/16" socket. He then torques the pinion and rear sprocket bolts to a final torque of 24 ft-lbs. and 34 ft-lbs. respectively, as per the H-D procedure.



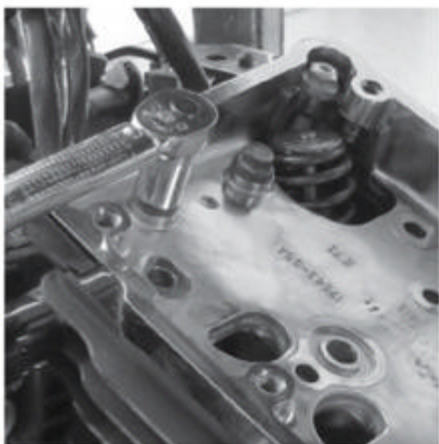
GMR says the dip in the torque curve from around 2000 to 2750 rpm is due to the bike's inexpensive aftermarket exhaust system, not its cams.



19 Dan reinstalls the stock lifter cover using the stock bolts, blue Loctite, and a 3/16" Allen. He torques the bolts to 90-120 in-lbs. He then does the same for the other lifter assembly.



20 Dan then installs new O-rings into the heads, lifter covers, and all four stock pushrod tubes. Note the order of assembly for the pushrod tubes. The O-ring is the last one (arrow) on the upper tube.



21 After placing a new gasket on the head, Dan installs the stock lower rocker box using the stock hardware, blue Loctite, and a 7/16" socket. He torques the bolts to 150 in-lbs., as per the H-D procedure.

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While those power numbers sure are pretty, we couldn't have gotten them without retuning the air fuel mixtures. When you install cams you have to retune the engine, and for this task we turned to Dynojet for a Power Vision tuner (#PV-1/\$549). One of the more user-friendly units out there, the Electra Glide's new Power Vision can not only upload a multitude of stored tunes, but it can monitor and display all your engine's functions.

As you check out the accompanying dyno chart, you'll see a dip in the torque curve from around 2000 to 2750 rpm,

which GMR says is due to the exhaust system. Our Electra Glide's owner changed out the stock system for an inexpensive aftermarket set, but didn't go for a proven performance exhaust system. While the aftermarket pipes do allow for more power on the top end, it appears that these pipes hurt the torque curve down low.

High-lift cams require a high-performance valvetrain package to support them. The taller, more race oriented you go, the more updates you'll have to make. For this particular grind, high-performance lifters and pushrods were all we needed to ensure

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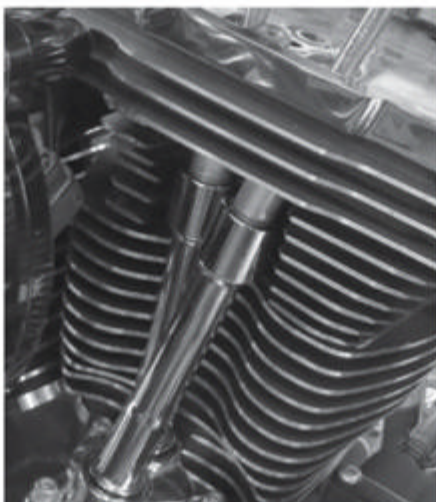
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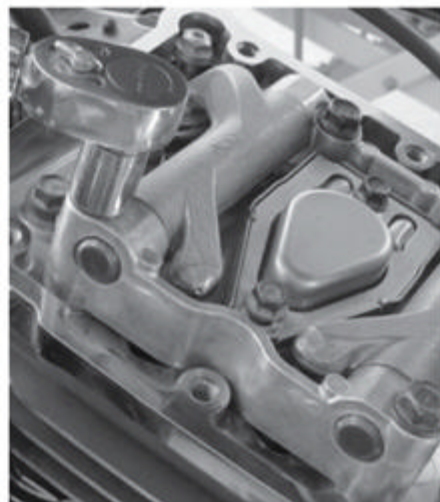
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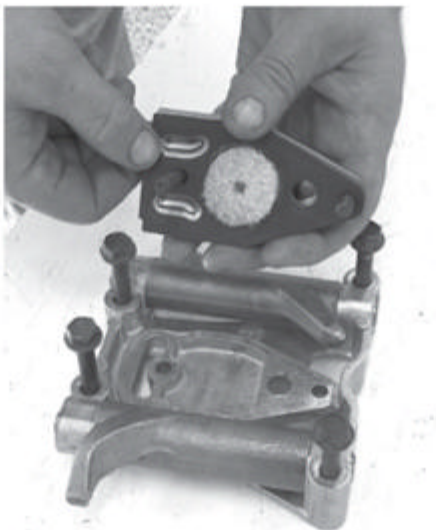
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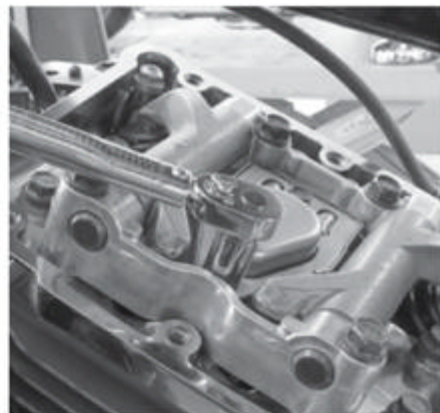
22 Dan now positions the pushrod tubes in the engine and drops in the new adjustable GMR pushrods, the two shorter ones are for the intakes, longer for the exhausts. They are also marked *intake* and *exhaust*.



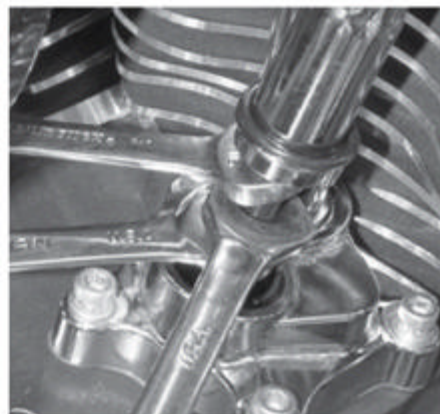
24 With a new 0-ring in the lower box, Dan reinstalls the rocker assembly using the stock hardware, blue Loctite, and a 1/2" socket. He torques the bolts to 15-18 ft-lbs. in a crisscross pattern.



23 After cleaning, inspecting, lubing, and reassembling the rocker arm assembly, Dan replaces the breather assembly gasket and foam insert with new ones. He then rotates the engine so the front head's lifters are at their lowest points.



25 Dan torques the breather bolts to 120 in-lbs. using a 3/8" socket. After he puts a new gasket on the lower rocker box, Dan does the same for the other head. He then positions the rear lifters at their lowest point.



26 After he clips the tubes out of the way, Dan uses three 7/16" wrenches to adjust the GMR pushrods as per the instructions. After waiting until he can spin the pushrods with his fingers, he does the same for the rear set.

SOURCES

DYNOJET RESEARCH
702/399-1423
Dynojet.com

GMR PERFORMANCE
817/741-2000
GMRPerformance.com

ROB'S DYNO SERVICE
978/895-0441
RobsDyno.com

a long life in the TC 103. The GMR lifters (\$189 a set) are the high-quality, high-performance lifters we needed. Completely made in the USA like all of GMR's parts, they feature faster than stock pump up, tighter machining tolerances, and a lower leakdown rate. Even though we're not upgrading the valve springs on this project, the GMR lifters are designed to handle high valve spring pressures. A one-year warranty should give you time to flog them any way you want! The 3/8" adjustable, straight chromoly GMR pushrods (\$109) are designed to handle 700 psi of valve spring pressure without failure. They don't hit the pushrod tubes at all, and feature 32 threads per inch on the adjuster. In short, this engine has a long, extremely fun life ahead of it.

Dan at Rob's Dyno in Gardner, Massachusetts, did the wrenching for us on this one. With its in-house dyno and tuning station and skilled mechanics, Rob's Dyno Service is a convenient one-stop shop for your Harley's performance needs.



27 Dan extends the pushrod tubes and pops in the top clips using a S&S tool. He then coats the rocker arms with oil and rotates the engine to check that everything moves smoothly.



28 Dan reinstalls the stock top rocker covers using the stock bolts (long ones on the pushrod side), blue Loctite, and a 7/16" socket. He torques the bolts to 150 in.-lbs. in a crisscross pattern. **MB**

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PROJECT RUSHMORE OIL CHANGE

Our 2014 Road King tester gets a new dose of the black stuff

Our opening shot shows a 2014 Road King up on Curtis' lift with a drain pan under the transmission. The engine was brought up to operating temperature and just shut down, so all the impurities in the oil we want to get out of the engine are still in suspension.

IT FEELS GOOD TO GET GREASY, RIGHT? NO MATTER WHAT'S going on inside your house or at work, there's nothing like some quality time with your Harley to reset your inner self. Even something as simple as checking the tire pressure can provide much needed respite from the rigors of life.

Changing your Harley's oil ranks right up there as one of the more satisfying maintenance procedures for you and your bike! Depending on how much you ride, and how many bikes you have, it's something you could potentially have to do multiple times a year.

Our 2014 Road King loaner bike has been passed around quite a bit this year. You may even recognize it from a couple of long-range tour stories in our sister publication, *American Iron Magazine*. After a summer on the open road, our now year-old King is in need of new oil. Since this is our first time changing the oil on a Project RUSHMORE Touring bike, we thought our readers might like to follow along.

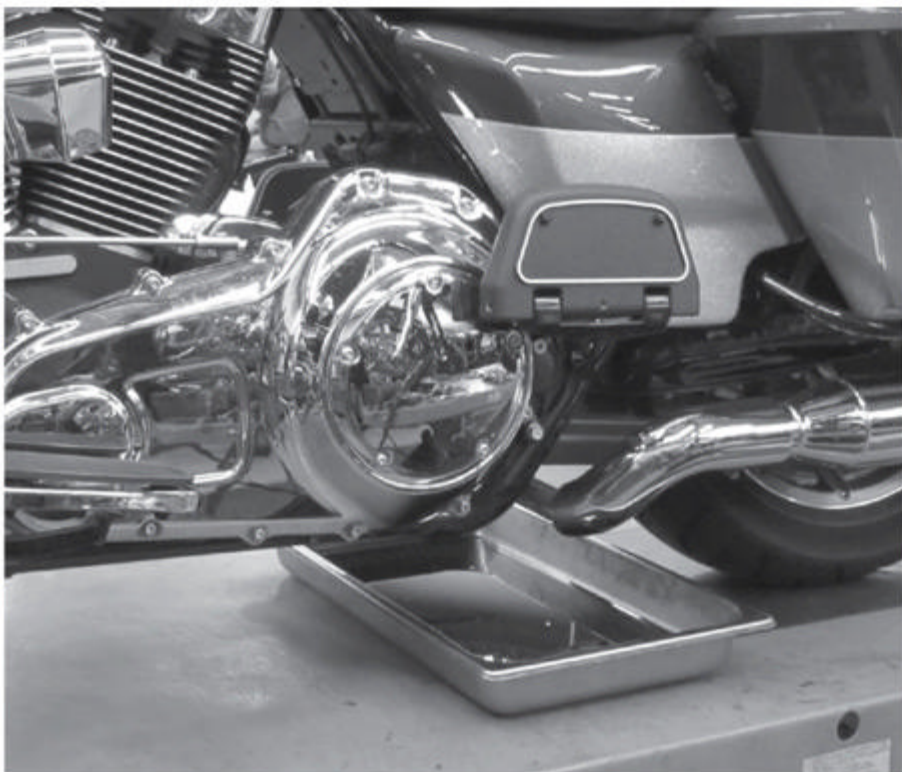
Besides the required tools listed in the sidebar, you'll need four quarts of the proper grade oil for your motorcycle, as well

as a new oil filter. It may also be handy to keep some O-rings in your shop, just in case the one on the oil drain plug gets damaged so you don't have to run out looking for a new one. That seriously eats into riding time.

Even though we did this quick project on a Handy lift, a level garage floor or driveway is all that's needed. Without a chock, you'll need to stand the bike up as the oil is draining to get as much of the

TOOLS NEEDED

- Brake clean
- Drain pan
- Clean rags
- 5/8" socket
- 6" extension
- Oil filter wrench
- Torque wrench (ft-lbs.) ■



PHOTOS BY JOE KNEZEVIC



2 The first step is to remove the oil drain plug using a 5/8" socket. Curtis is pointing to the plug you want to remove; don't remove the one on the right side of the bike.



3 Curtis pulls out the oil filler/dipstick on the right side of the transmission to help the oil flow out better. Let the oil drain until it stops completely to get all the impurities out with the oil.



6 Once the oil stops draining, put some thread seal on the drain plug and reinstall the oil drain plug using a 5/8" socket. Torque the plug to 14-21 ft-lbs. (168-252 in-lbs.).



4 While the oil is draining, inspect the oil plug's magnetic tip for metal splinters. Finding a few on the magnet is normal, a lot is not good.



5 If the O-ring on the drain plug has any cuts or nicks in it, replace it with a new O-ring.

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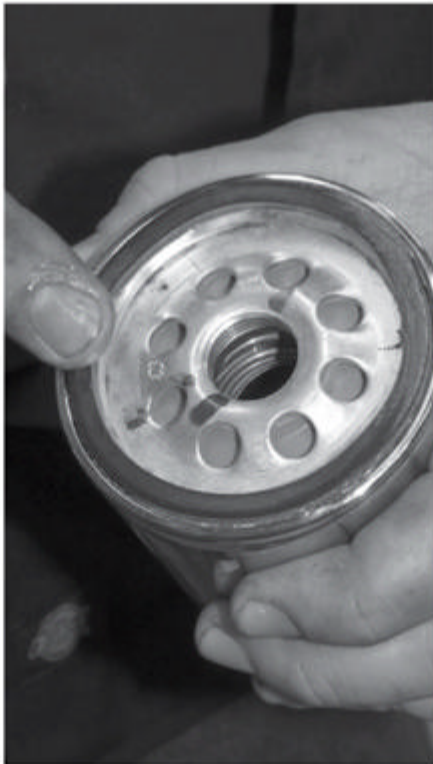
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7 With the drain pan under the oil filter, Curtis loosens the filter using an oil filter wrench and 6" extension. Once the filter is free of its mount, Curtis tilts the open end of the filter up to minimize the oil spill.



8 After wiping the old oil from the filter mounting surface and cleaning the front of the engine with brake clean, wipe some fresh engine oil on the new filter's rubber gasket with your finger.



9 Curtis threads the new filter onto the engine's filter mount until the rubber gasket just contacts the mount and then turns it another three-quarter turn. He then removes the drain pan and disposes of the drain oil.

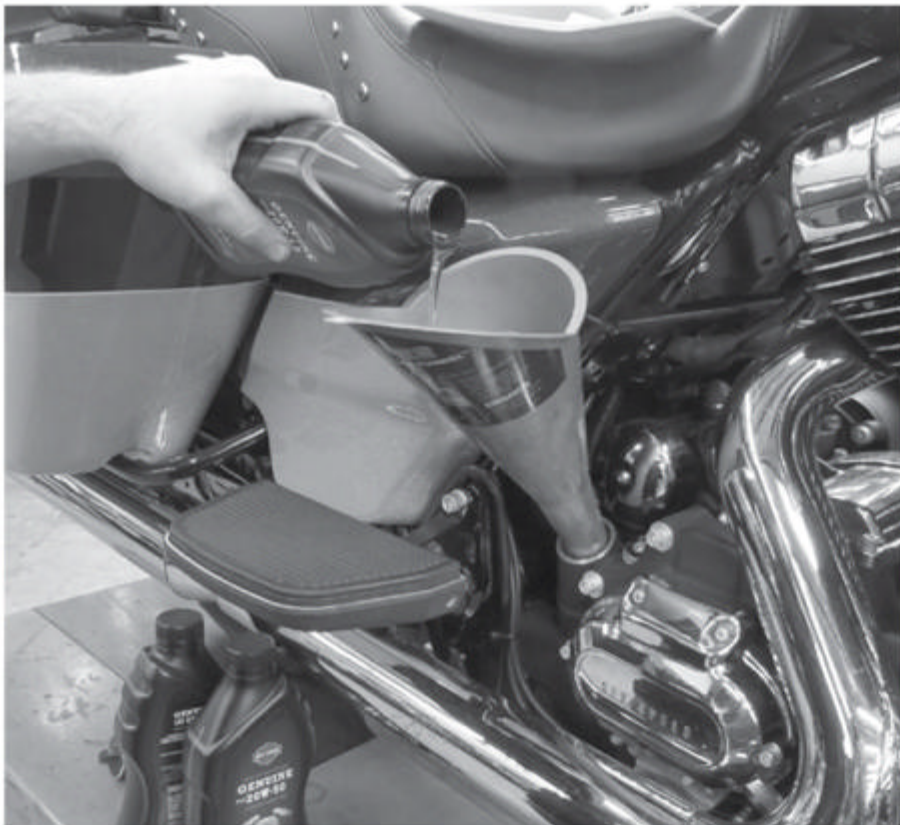
YOU'VE GOT THE PIECES...



Dynojet



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10 After he adds 3-1/2 quarts of the proper oil to the tranny filler neck, Curtis reinstalls the filler cap, starts the engine, and checks for leaks. After he shuts the engine off, he tops off the oil level as needed.

old oil out as you can. With new oil in the bike, fire it up and let the oil flow into the engine, oil filter, and oil cooler. Then turn the engine off and let the bike sit for about a minute. Then check the level on the dipstick with the bike on the sidestand, still on a level surface. We like to keep the oil level about halfway between the top and bottom indicators.

Our manual recommends changing the oil and filter every 5,000 miles under normal riding and cruising use. If you live or ride in dusty conditions, or like to beat on your engine, you'll want to change the oil and filter more often.

The entire process shouldn't take more than 30 minutes from hot engine to completion, and you can be back on the road riding again. Check out the accompanying photos and captions as we take you one step at a time through this Project RUSHMORE Touring bike oil and filter change. **MB**

SOURCES

EMPIRE HARLEY-DAVIDSON
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Firebrand's Double Down slip-ons feature 1-3/4" tailpipes covered with 2-1/4" heat shields that lead into 2-1/2" muffler bodies. The four mufflers, complete with proprietary Quadradical-end treatment, tuck neatly under the saddlebags. Combined with Twincore baffle technology, the Double Downs deliver a deep muscular sound. They're compatible with OEM and most aftermarket head pipes that fit Harley Touring models with stock saddlebags manufactured since 1995. \$849.95. Info: Firebrand Design LLC, 714/632-1300, FirebrandMotorcycle.com.



REST YOUR BACK

Rest up while you ride with Jardine's quick-detach backrests. Various styles are available in tall billet, short billet, billet touring, short steel, and mini-steel. Made in the US, these backrests fit a variety of Harley models. Info: Jardine Products, 216/265-8400, JardineProducts.com.



OLDER BAGGERS APPLY

Originally available for only late-model Touring bikes, Mustang now has Super Touring seats to fit some of Harley's older FLs. The Super Touring features a one-piece design that's split to accept stock backrests or Mustang's driver backrest kit. Contoured to better clear the saddlebag lids, the seats are available without studs (\$489) or with studs in either chrome or Black Pearl options (\$509). The Super Touring is compatible with 1997-2007 Road Kings, 1997-2005 Screamin' Eagle editions, 2006-07 Street Glides, and 1997-2007 FLHT and FLTR models. Info: Mustang Motorcycle Products LLC, 800/243-1392, MustangSeats.com.



HANDY GRIPS

JayBrake's grips are machined from billet aluminum and come in cable throttle or throttle-by-wire versions. With rubber replacements available to fit various styles, JayBrake grips are sold in pairs and are finished in polish, chrome, or black. Starting at \$112. Info: JayBrake, 216/265-8400, JBrake.com. MB

All claims and specifications in this feature are those of the manufacturers. Submissions are welcome and should include a color digital (300 dpi jpeg) image, detailed description, and suggested retail price. Send submissions to New Products, *American Iron Motorcycle Bagger*, 1010 Summer Street, Stamford, CT 06905, or NewProducts@MotorcycleBagger.com.

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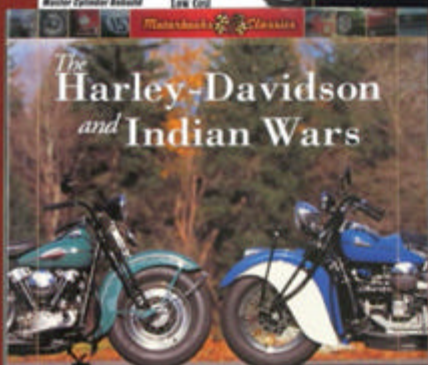


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H-D MOTORCLOTHES FXRG DUAL

It's like having two helmets in one

HAVING A TOUGH TIME DECIDING WHICH HELMET TO WEAR, your full-coverage helmet for its maximum protection from wind, rain, and road debris or your favorite open-face lid? If so, then you're a candidate for Harley-Davidson's FXRG Dual. As the name suggests, this is a two-in-one modular helmet that can serve as an open-face or full-coverage lid. How does it do that? Read on.

Like most modular helmets, the FXRG's chin bar pivots up and out of the way for an unobstructed view while conversing with other riders at the side of the road and such. But unlike



many modular helmets, you can leave the Dual's chin bar open and locked while you ride; the open chin bar is aerodynamically configured as if it were part of the shell so that the wind passes over and around it.

Opening and closing the chin bar is easy, too; press the red button at the bottom of the chin bar to release its lock, then gently use one hand to swing it up and over the shell where it locks into position. It automatically swings the clear visor (with scratch-resistant and anti-fog coating) up and over with it. When it's time to ride you can pull the clear visor down so that you have an open-face helmet with eye and face protection.

Want the benefits of a full-coverage helmet? The chin bar easily swings back down using one hand. Once in place, gently push on the front of the bar to lock it.

There's also an integrated tinted sun shield that's activated using the slide button on top. Slide forward to lower the sun shield, rearward to raise it back into the helmet. One time our helmet's sun shield slipped off the pin tab that secures it to

the slide mechanism, requiring a few seconds to reattach it. Otherwise, the shield worked fine, as did the clear visor.

Ventilation includes a top vent plus the chin bar's front intake port. Both openings are adjustable, but there are no exhaust openings for full flow-through ventilation. Flipping the chin bar up offers the largest intake of cool air.

Sizes range from S to XL, men's only. I typically wear a large, and the FXRG Dual fit my head as expected. However, there was additional pressure against my forehead, prompting me to believe that this helmet is best-suited for people with Charlie Brown-shaped heads. The removable cheek pads fit rather tightly, too, enough to pinch my eyeglasses such that I couldn't wear them with the helmet. The solution was to remove the snap-in cheek pads, but the trade-off was a helmet that rocked ever so slightly on my head. I should note, too, that both visors fit over my glasses, although the sun shield interfered with my Italian schnoz. Speaker pockets are integrated into the design, too. Both pockets are covered with removable patches to fit ear speakers from your bike's audio system, a nice touch.

The FXRG Dual comes in one color, Stealth Black, retailing for \$495. And because it's a modular helmet, the shell contains internal mechanisms, adding weight to its overall design. Harley claims a weight of 3 pounds, 12 ounces. Even so, the helmet didn't feel as top heavy as I had expected, even with the chin bar raised. The helmet is DOT-approved and is available at all authorized Harley-Davidson dealers.

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SOURCES

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